

Transportation Design FOR Communities

Atlanta, GA
May 11-12, 2006

Transportation Design for Communities

*Hosted by the Center for Quality Growth and Regional
Development at the Georgia Institute of Technology*

Module 1: Transportation Projects Can Do Great Things

May 11, 2006 Atlanta, GA

Instructor: Ian Lockwood, P.E. – Principal – Glatting Jackson Kercher Anglin Lopez
Rinehart, Inc.

Module 1 will present how transportation projects contribute to community form and development. This module will illustrate numerous community building principles and the transportation system's role in urban settlement patterns. A wide inventory of livable transportation solutions and their real life application will be presented and discussed in this module.

Unless otherwise noted, all images are the property of Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.



***The answer is,
“Network & build to the street”***

Now what was the question?



























K Mart

Winter Park
Village

Winter Park
Vo Tech

Solana Ave.

Lus Rd.

Webster Ave.

Webster Ave.

Denning Dr.



K Mart

Lee Rd.

Orlando Avenue

Solana Ave.

Winter Park
Village

Webster Ave.

Winter Park
Vo Tech

Denning Dr.









1960s



1980s



1990s



2000s



Chattanooga - Eastgate Mall



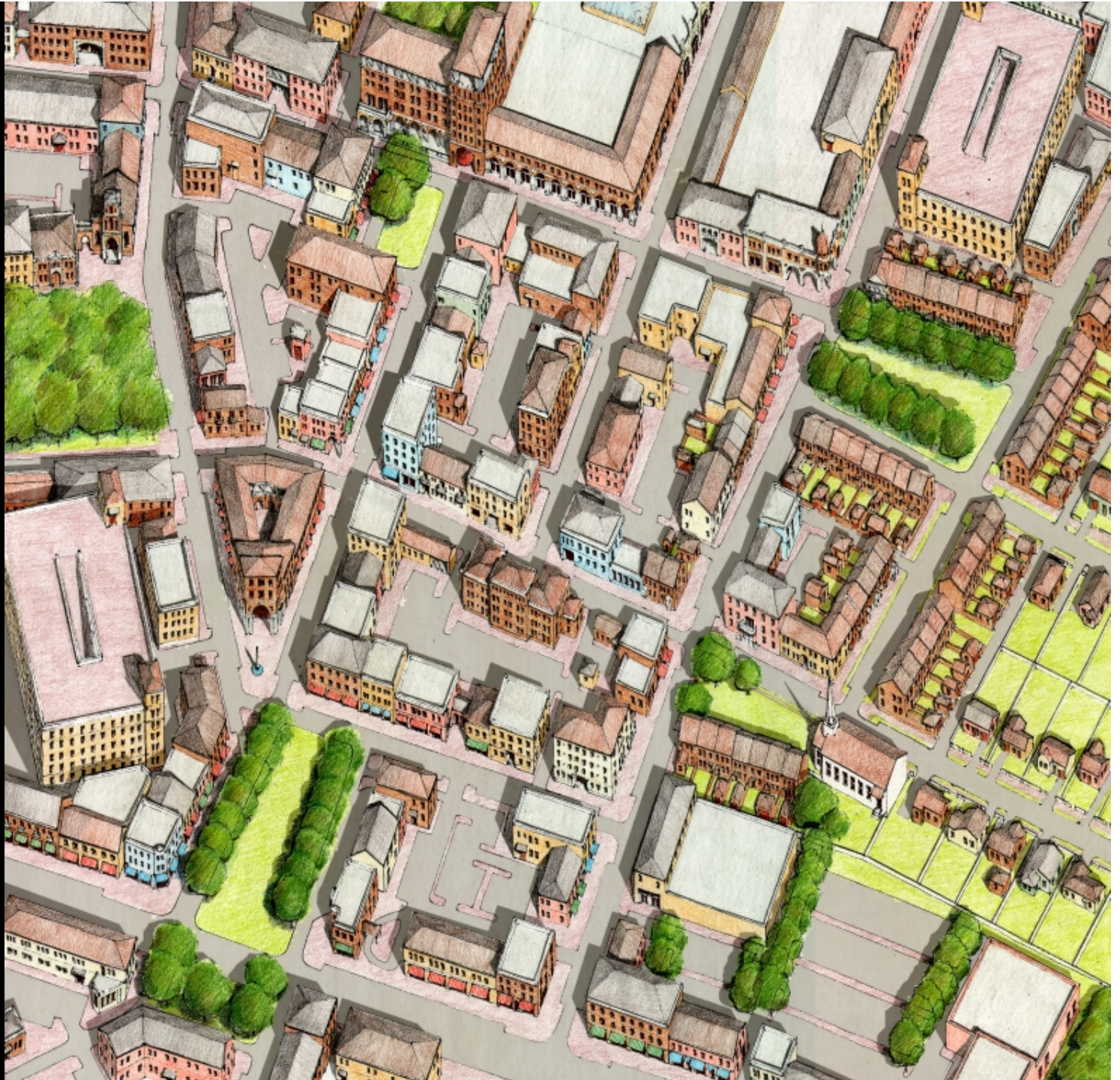
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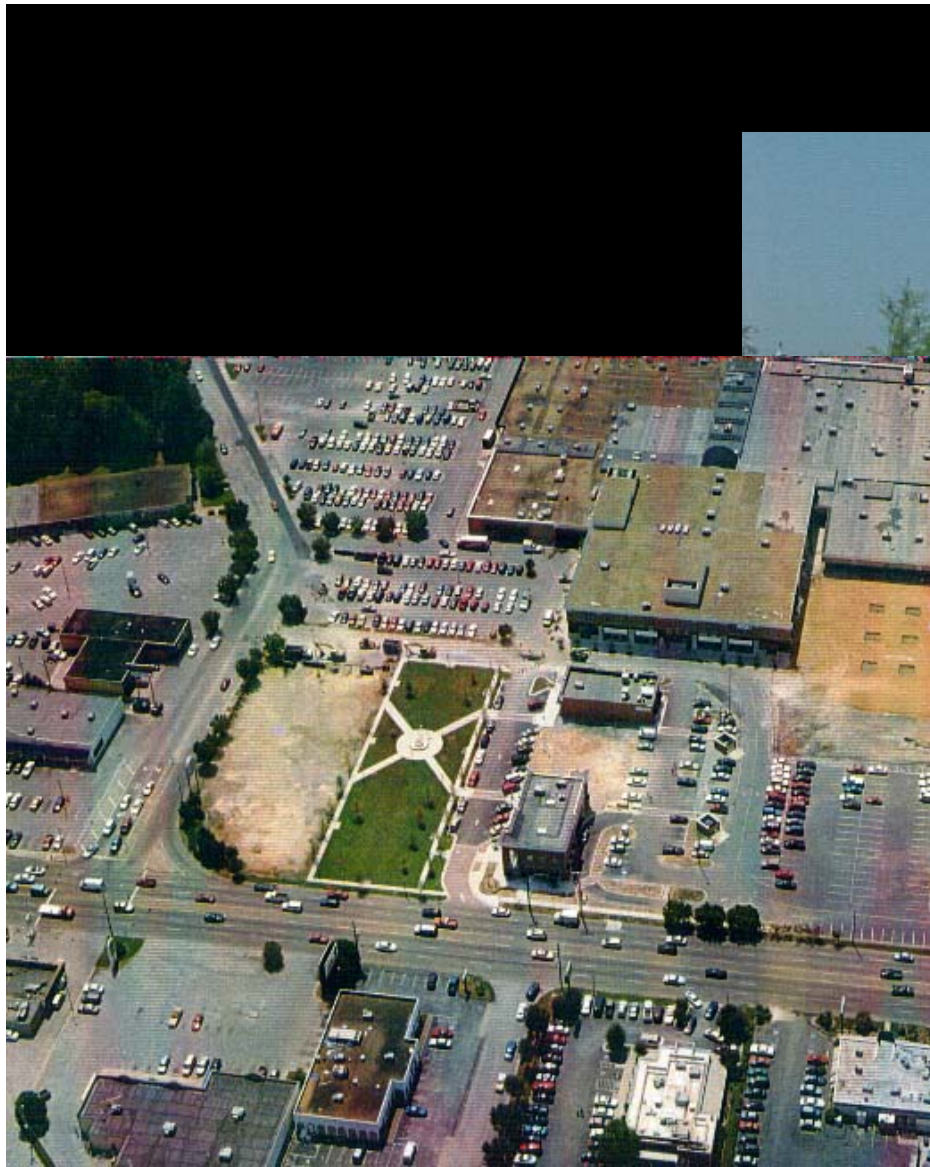


In the
Near
Term



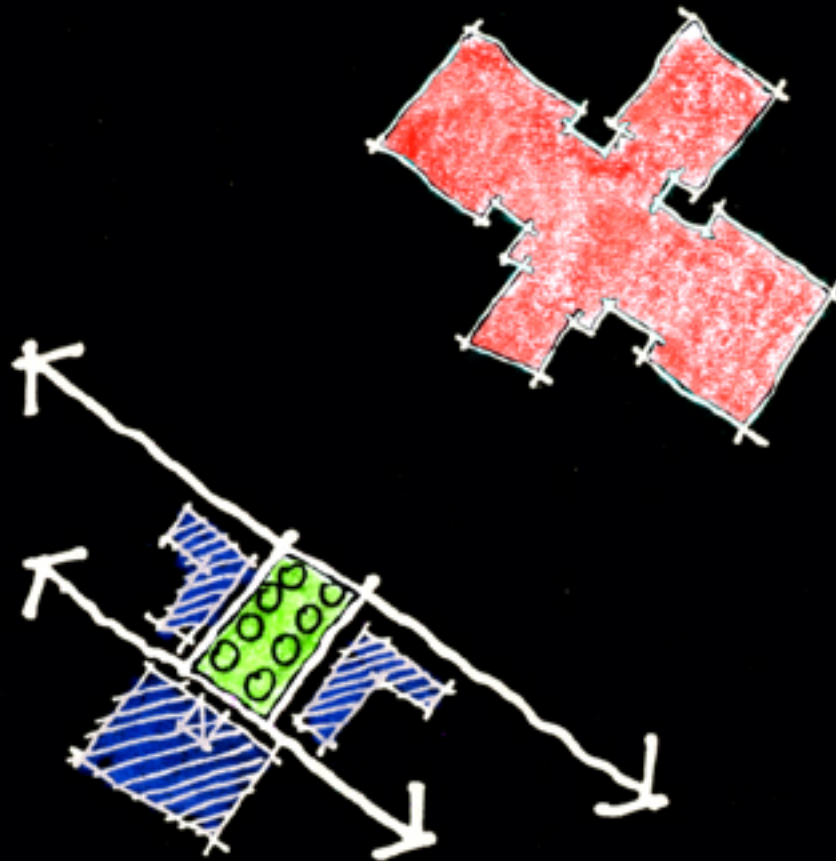
Longer Term



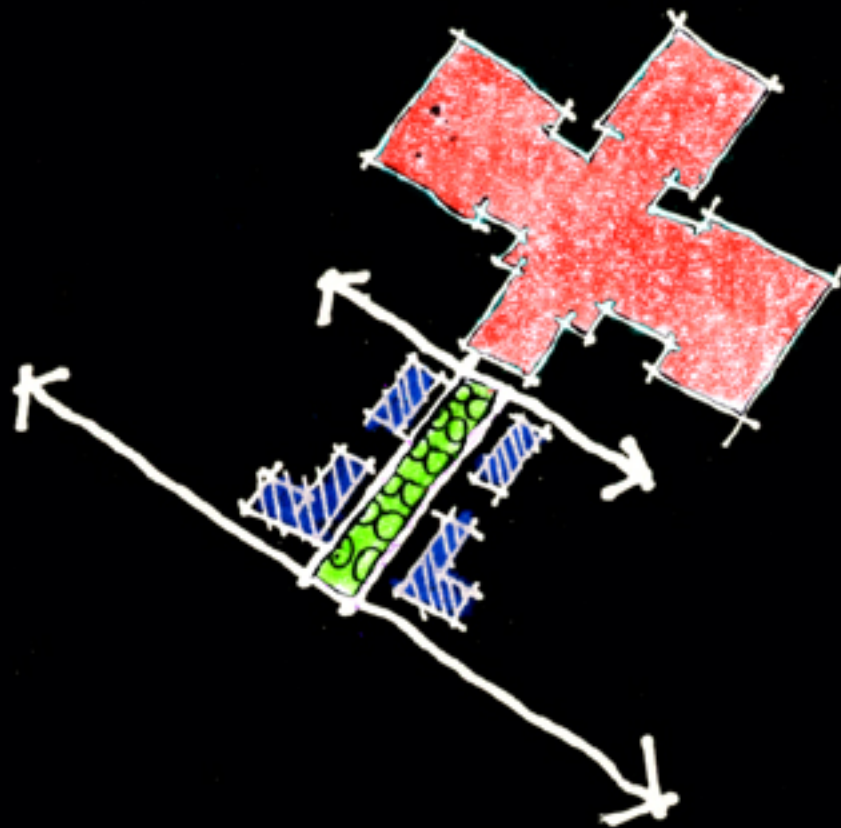




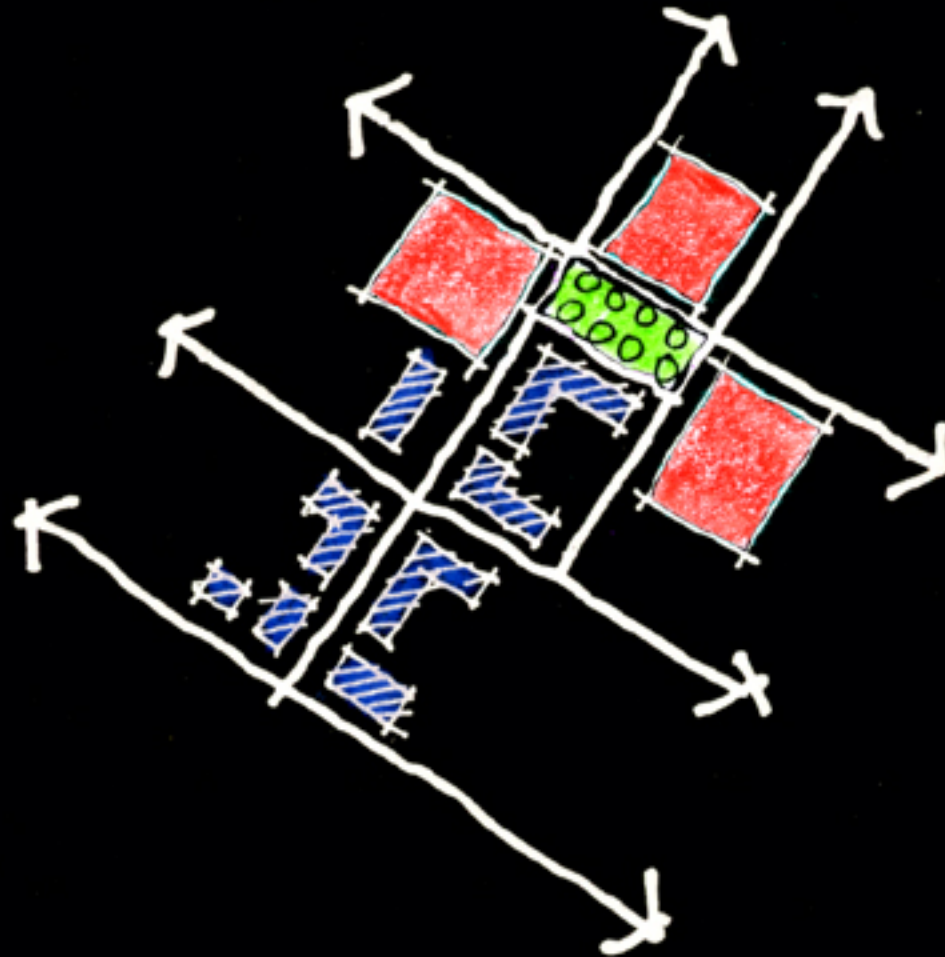
The "Oasis"



The "Connection"

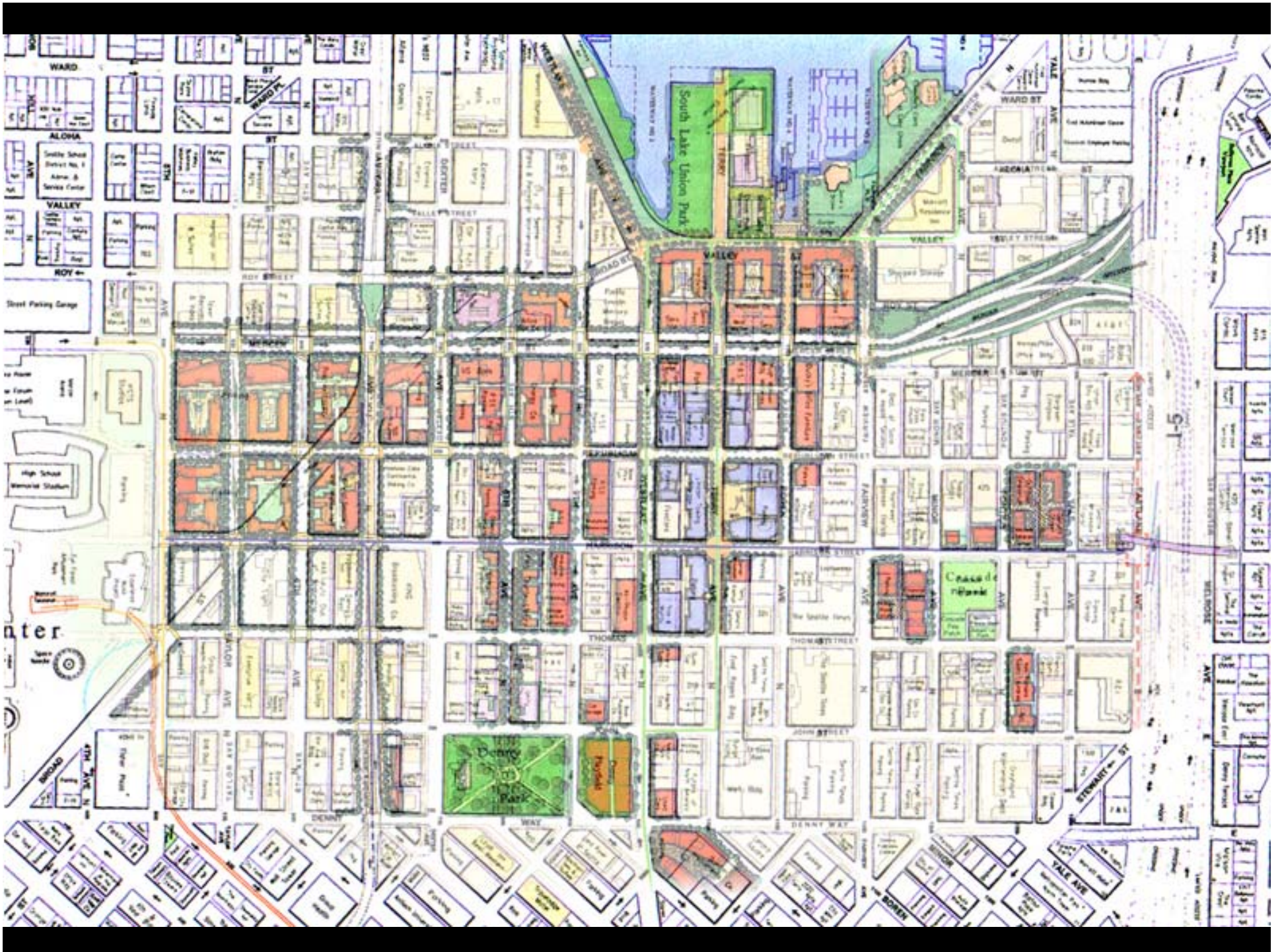


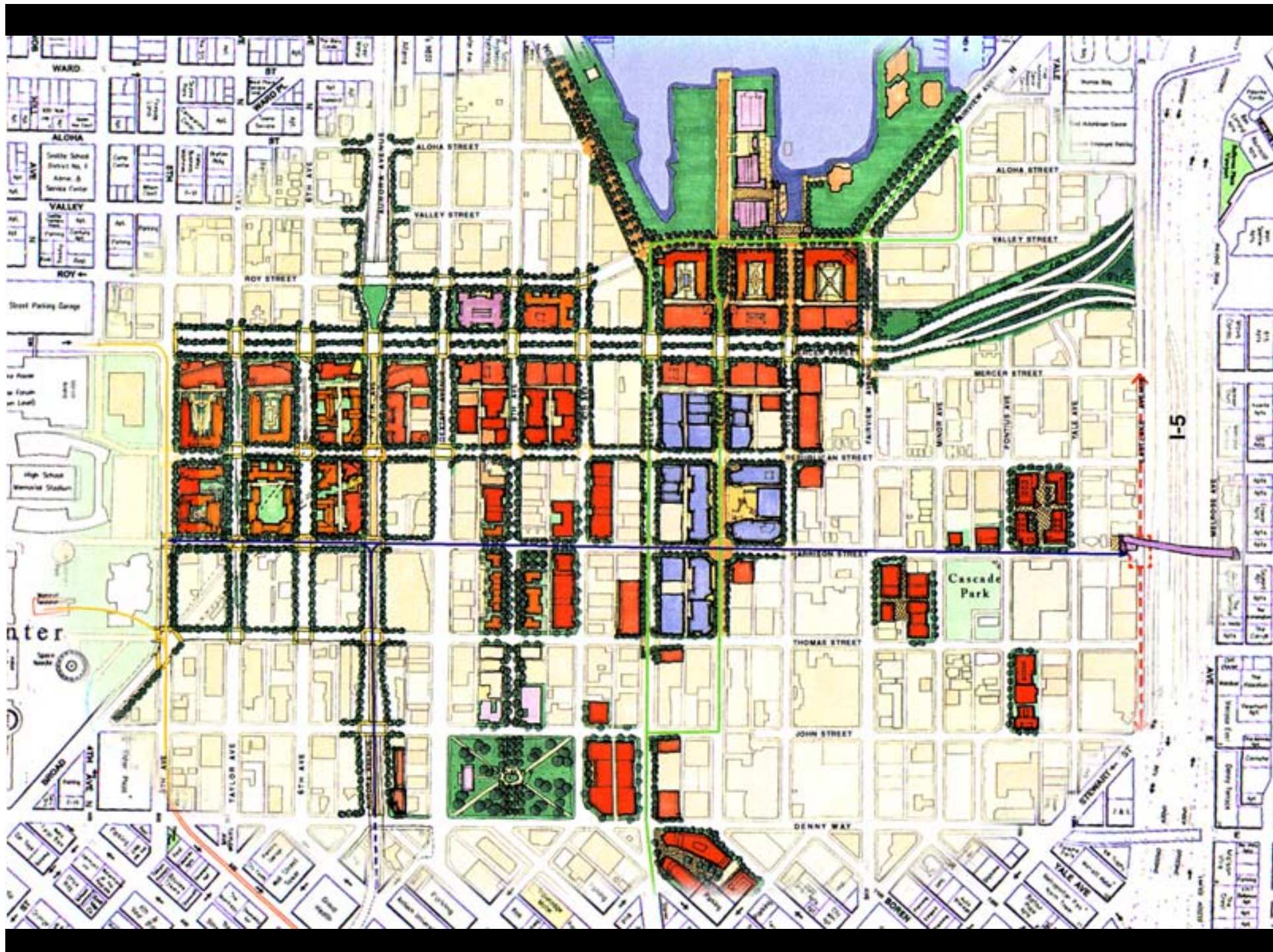
The "Breakdown"

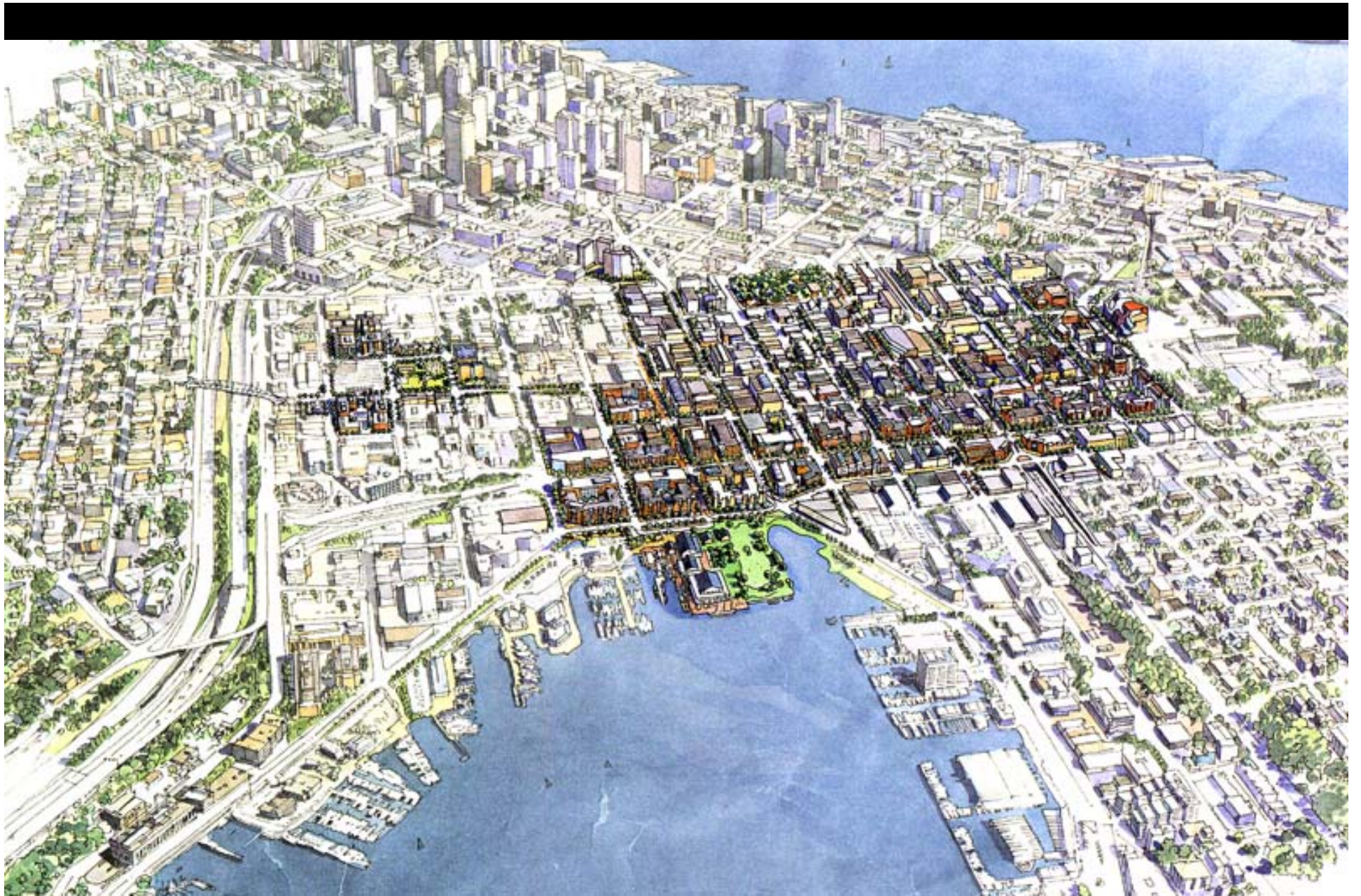


























Existing Network

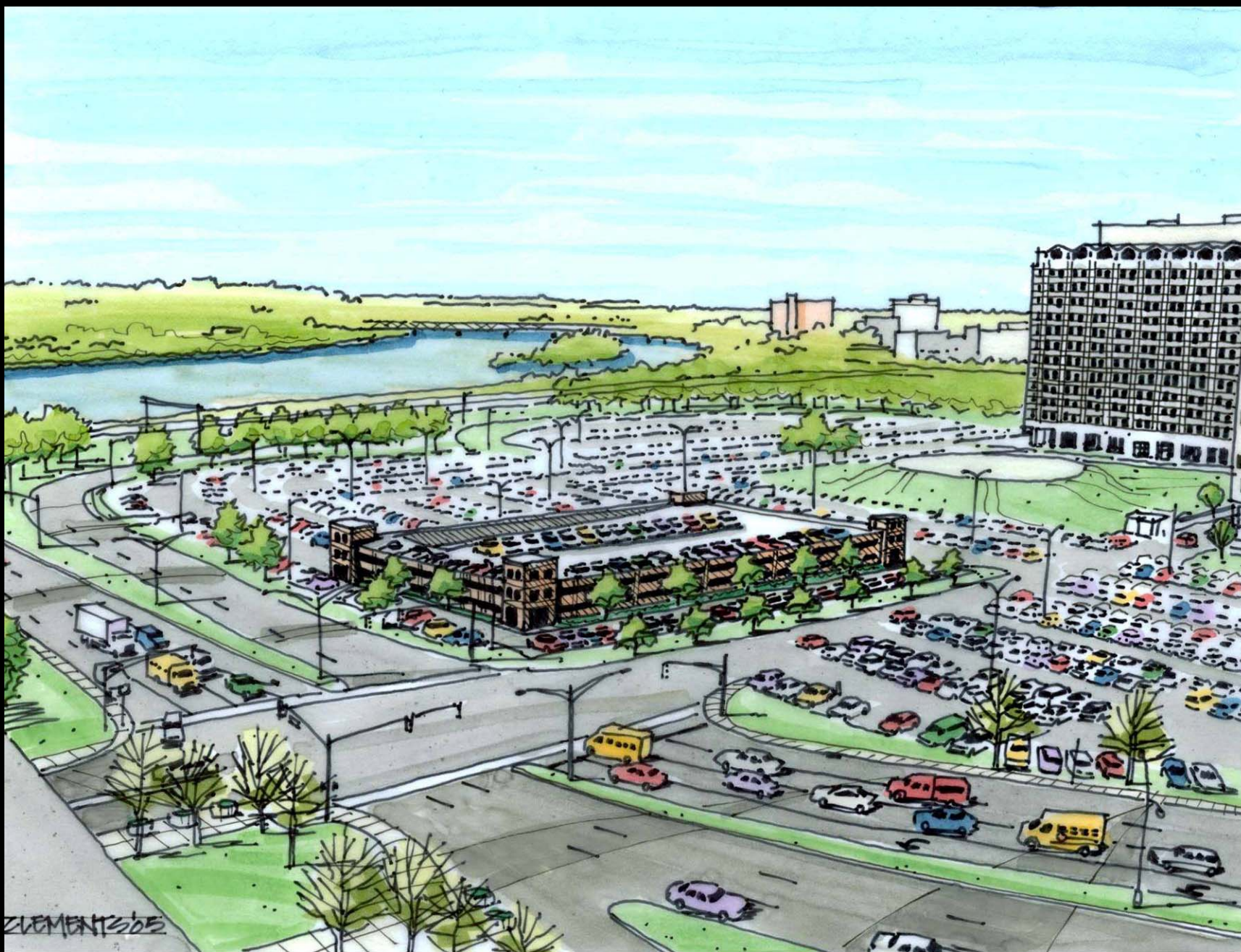


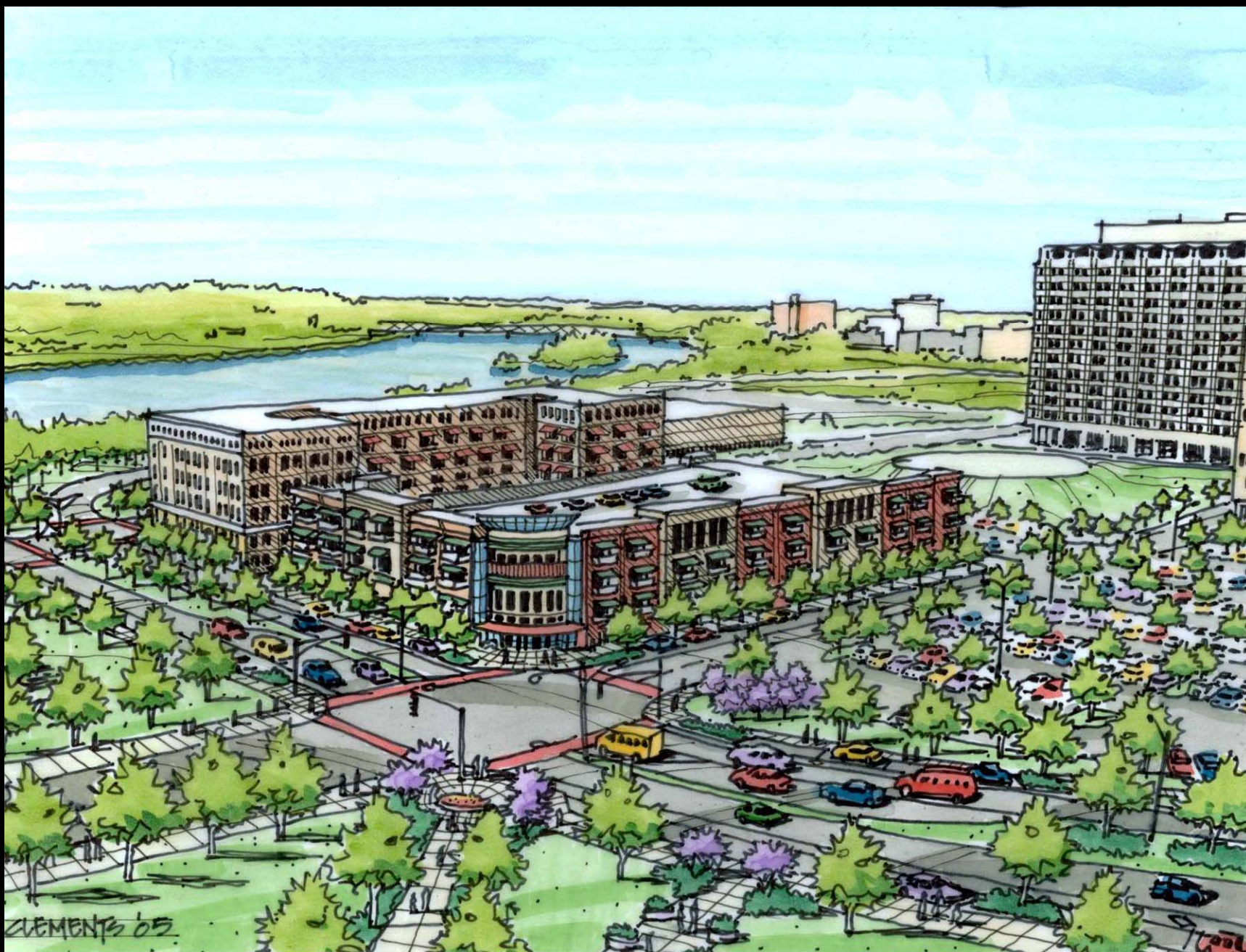
Future Network









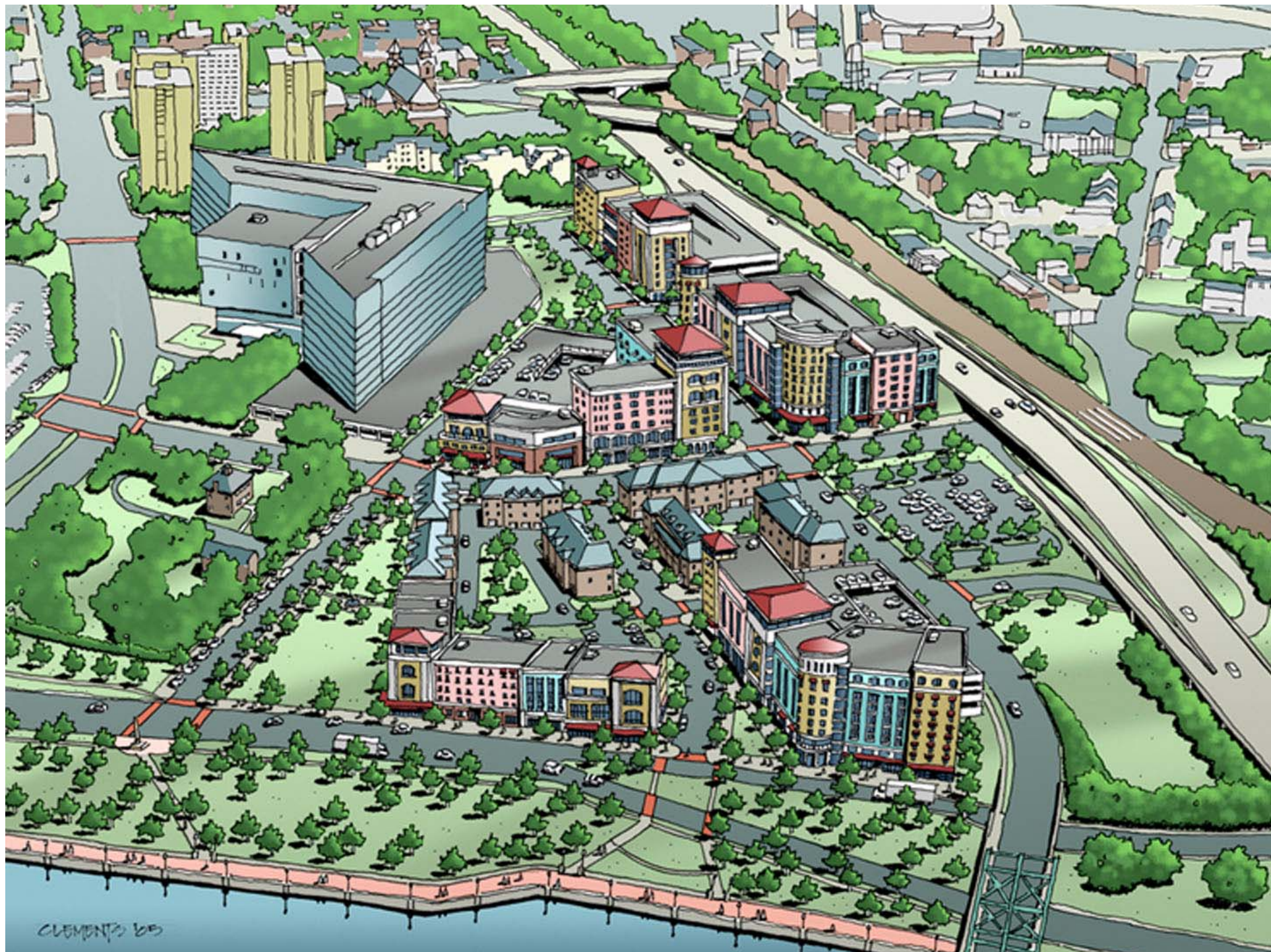












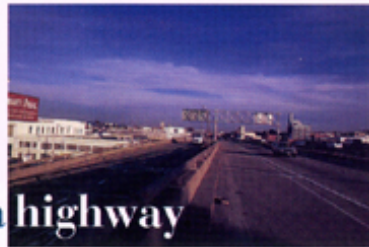
Remember . . . You have a choice

10 Planning January 2001

On a Tear

By Lisa Schreiberman

Looking for land? Try tearing down a highway



If all goes according to schedule, Milwaukee will demolish its Park East Freeway later this year and replace it with housing, shops, and offices. Although unusual, Milwaukee's approach to creating valuable downtown real estate is not unique. San Francisco and Toronto are also bulldozing urban freeways. Way back in 1974 Portland, Oregon, tore up Harbor Drive to build a



San Francisco dismantled the Embarcadero freeway (opposite, bottom) and may dismantle the Central freeway (opposite, top). Now other cities are following suit. One of them is Milwaukee (this page), which expects to replace its Park East Freeway with housing, shops, and offices.

That's what San Francisco did.

And what Milwaukee is doing.

37-acre waterfront park. Now officials in Akron, New York City, and Washington, D.C., are looking to dismantle highways there as well.

Advocates of the idea say ripping out a highway is a sure way to encourage development. The most obvious reason is that a freeway's infrastructure occupies valuable space. In downtowns across the country, where developers find it increasingly difficult to assemble full-block sites, freeing up 15 or more contiguous acres is a real estate dream. Second, expressways—especially elevated ones—act as physical barriers to the development of surrounding land. Jane Jacobs commented on this connection in her 1961 book, *Death and Life of Great American Cities*. "Borders tend to form vacuums of use adjoining them," she noted.

Finally, highways affect business and residential circulation patterns. According to Milwaukee's Mayor John Norquist, "the Park East Freeway creates congestion by encouraging people to travel further and further between increasingly insignificant places." He expects the highway's removal to help reverse the population and business flight that accompanied its development.

Although these themes are echoed in all the cities that are ripping up highways, the proposals for what will replace the structures vary. Milwaukee is encouraging the private sector to develop mixed-use buildings, whereas Toronto will build a publicly financed boulevard.

Milwaukee: Three decades to repair

The Park East Freeway is part of a never-completed 1960s ring road in Milwaukee. In 1978, four state assembly members, including John Norquist, halted the highway's construction. By then, crews had already cut through a mile of city streets between Interstate 43 and the central business district and cleared land to the east for the next segment. For 30 years, the elevated Park East created such a barrier between downtown and neighborhoods to the north that, according to Peter Park, Milwaukee's director of planning, "a lot of the land cleared [for the highway] has never recovered."

Then in 1991 the Mandel Group, a Milwaukee-based developer, opened a luxury rental apartment and condominium complex and supermarket on the land prepared for the ring road. Their success—the supermarket has the highest sales of any in Milwaukee and the condos sell for \$500,000—signaled the potential for upscale development. However, the central business district lacked large lots, and the Park East Freeway prevented expansion to the north where land was available.

At around this time, the Wisconsin Department of Transportation estimated that repairing the Park East Freeway would cost \$80 million. Mayor Norquist felt that the Park East "had become so inefficient it didn't make sense to rebuild."

The key to convincing people and businesses that Milwaukee would not be crippled by the Park East's demolition was a traffic study conducted in 1995 by the Southeastern Wisconsin Regional Planning Commission (SWRPC). Milwaukee's metropolitan planning organization. SWRPC found that "the central business district can accommodate [removal of the highway] without a significant increase in traffic congestion." The Park East

50 mph



35 mph



45 mph



35 mph
School
Zone



40 mph



25 mph
School
Zone























NCHRP

REPORT 456

**NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM**

Guidebook for Assessing the Social and Economic Effects of Transportation Projects

TRANSPORTATION RESEARCH BOARD

NATIONAL RESEARCH COUNCIL

HIGH L.O.S.



SUCCESSFUL
CITY











WESTFIELD
MODEL HOMES

SEE THE MILLION DOLLAR HOMES EXHIBIT

Palm Beach Lakes

THE
WORLD'S
BEST
LIVING

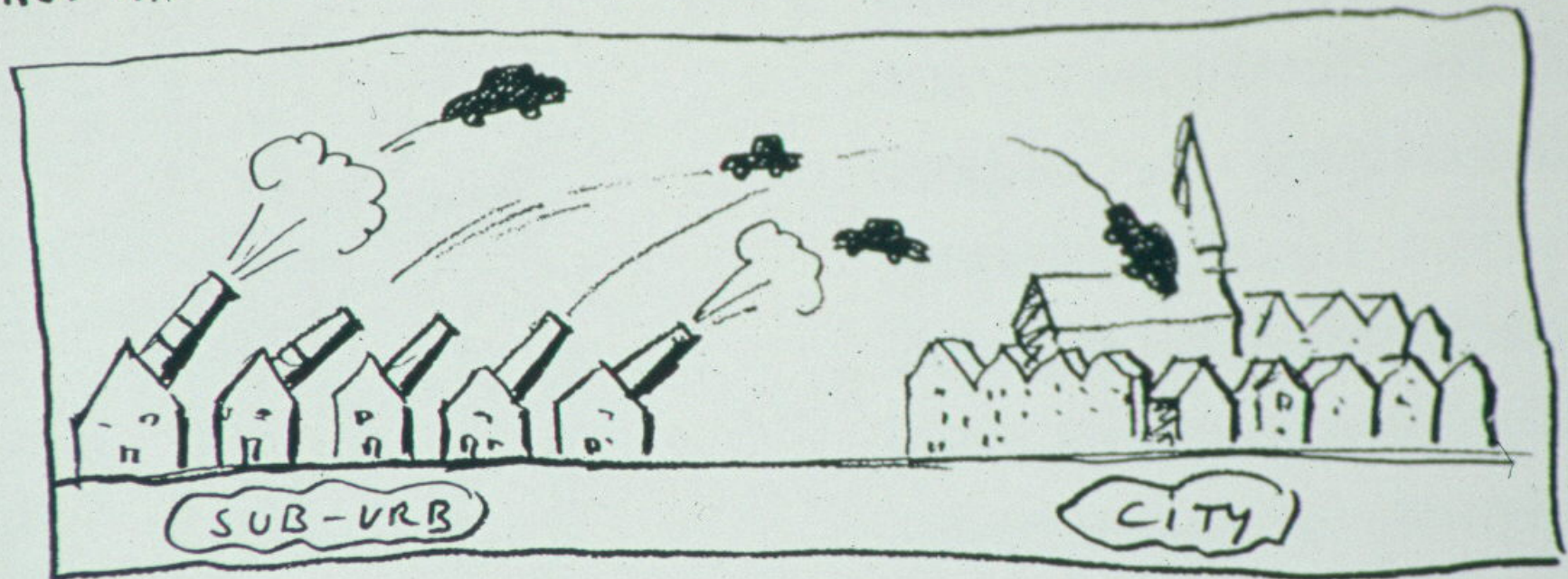
PERINI WESTWARD
DEVELOPERS, INC.







NOT THE CAR BUT THE SUBURBAN HOME IS THE DEADLY WEAPON



DAILY SUBURBAN MORTARFIRE AGAINST URBAN CENTERS







Existing Condition of Downtown West Palm Beach - 1993















DOWNTOWN MASTER PLAN

FOR THE
CITY OF WEST PALM BEACH

DECEMBER 4, 1995

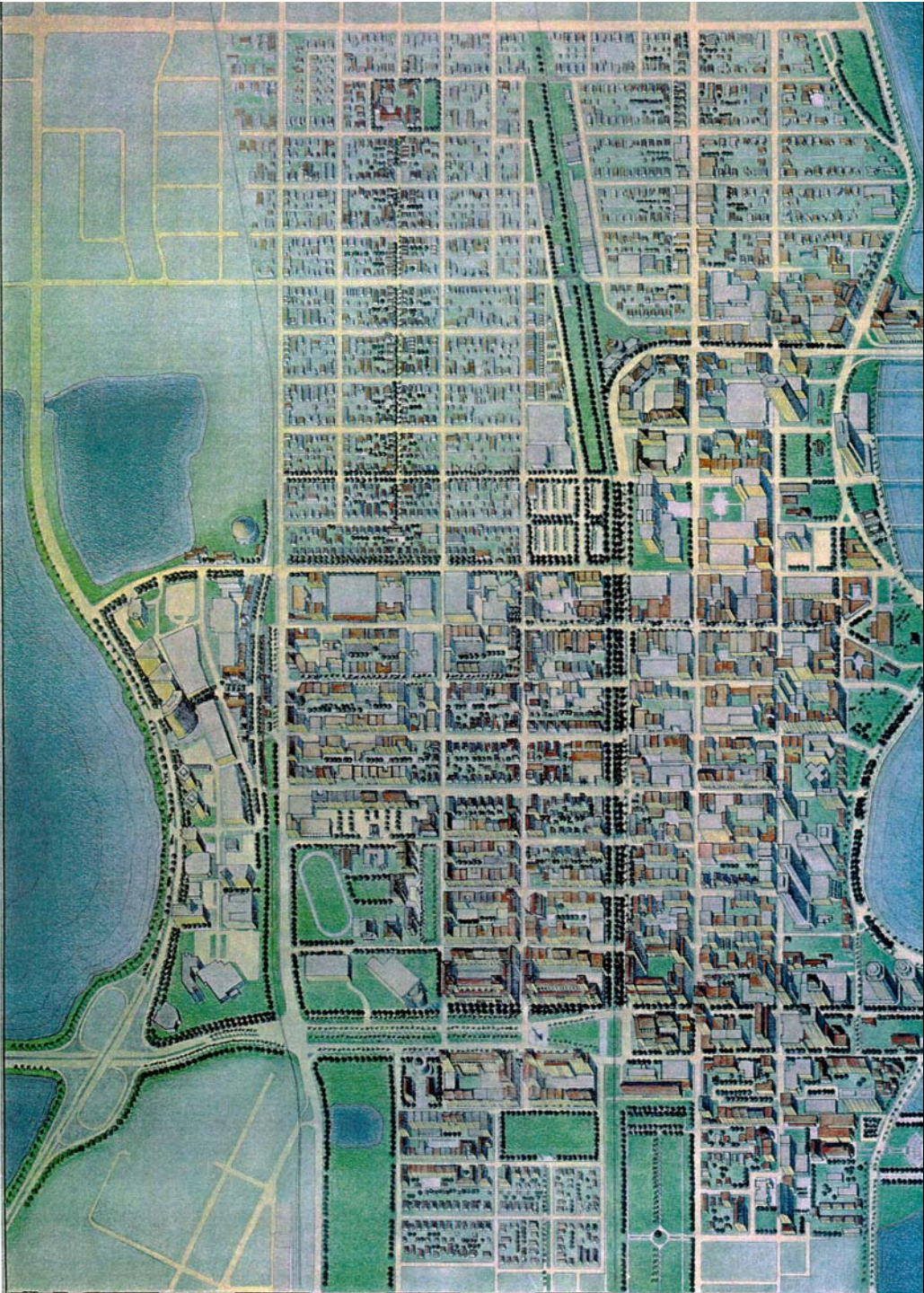


ANDRES DUANY AND ELIZABETH PLATER-ZYBERK
ARCHITECTS AND TOWN PLANNERS

JONATHAN BARNETT
URBAN PLANNING CONSULTANT

GLATTING JACKSON KERCHER ANGLIN LOPEZ REINHART
TRANSPORTATION CONSULTANTS

GIBBS PLANNING GROUP
RETAIL CONSULTANTS





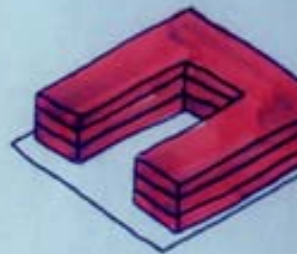
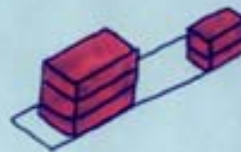
Okeechobee Boulevard — View Looking East

AREA 2 - REGULATING PLAN
 CLEMATIS STREET DISTRICT,
 EL CAMPEON BOULEVARD DISTRICT

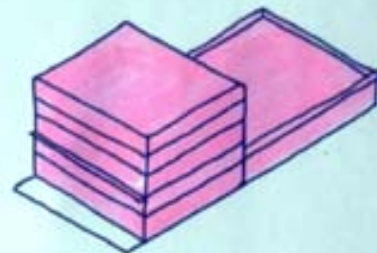




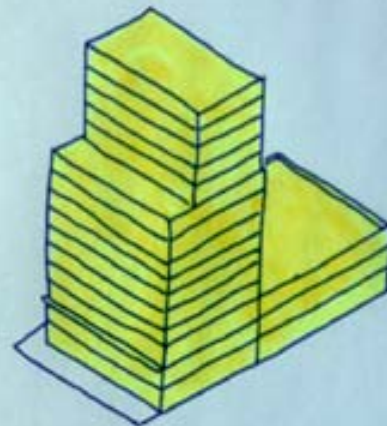
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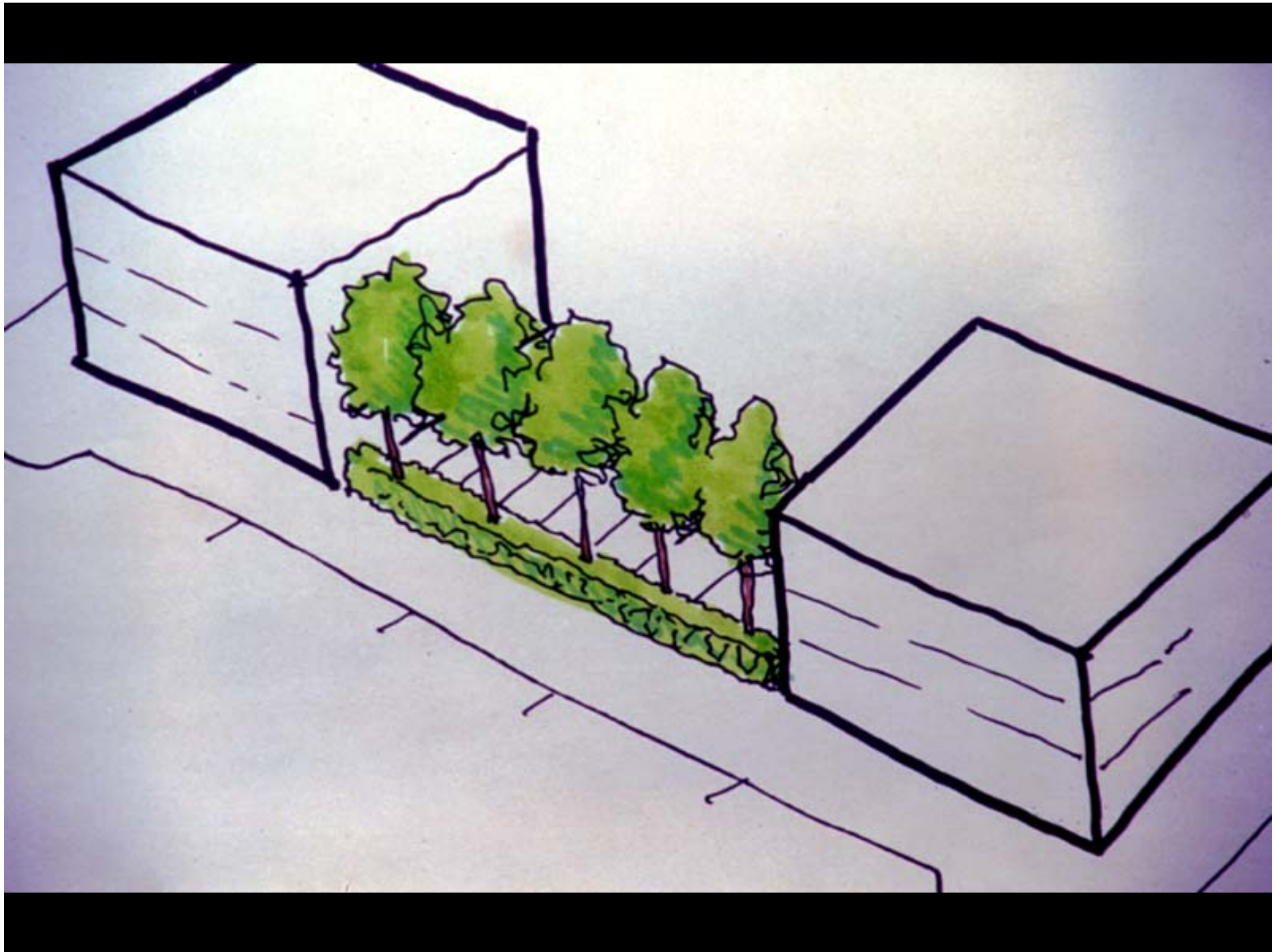
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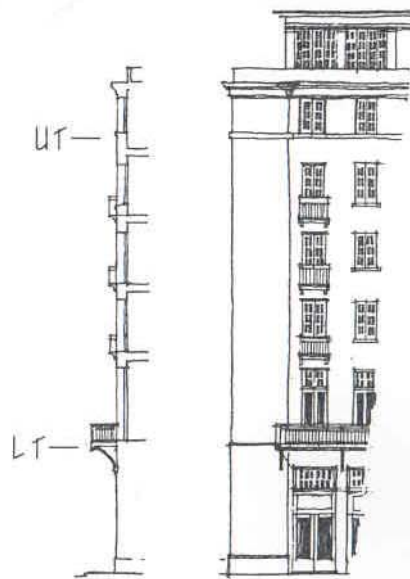
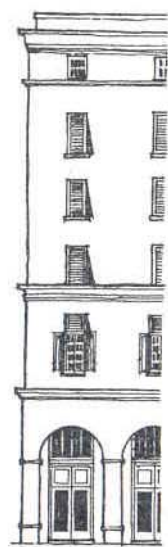
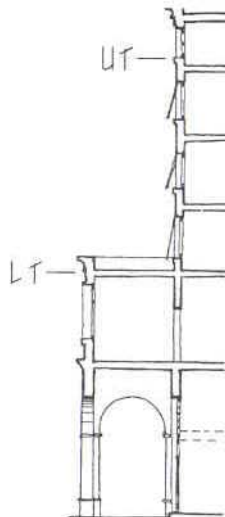
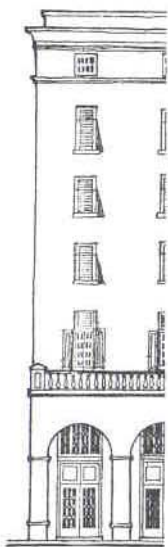
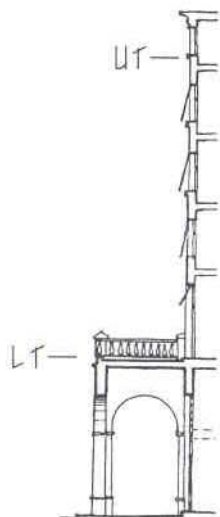
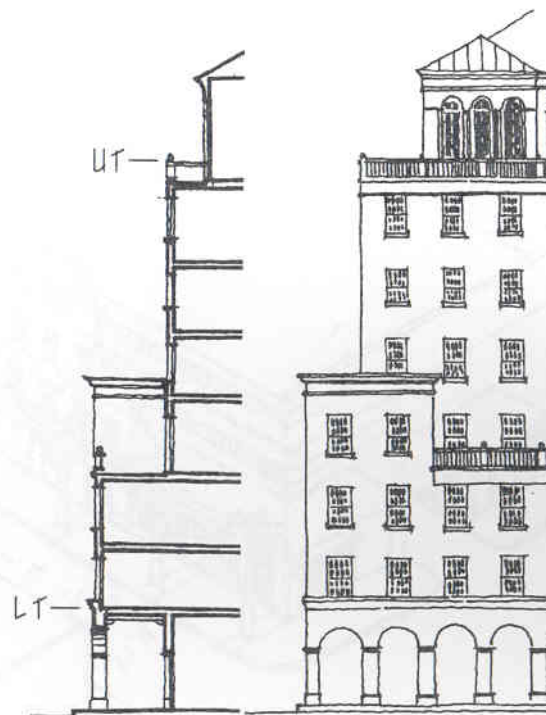
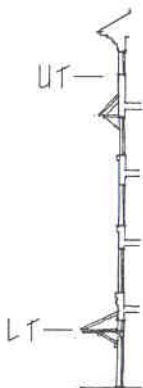
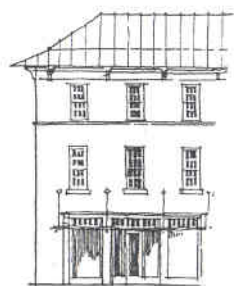
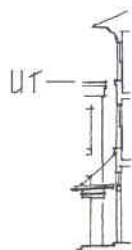


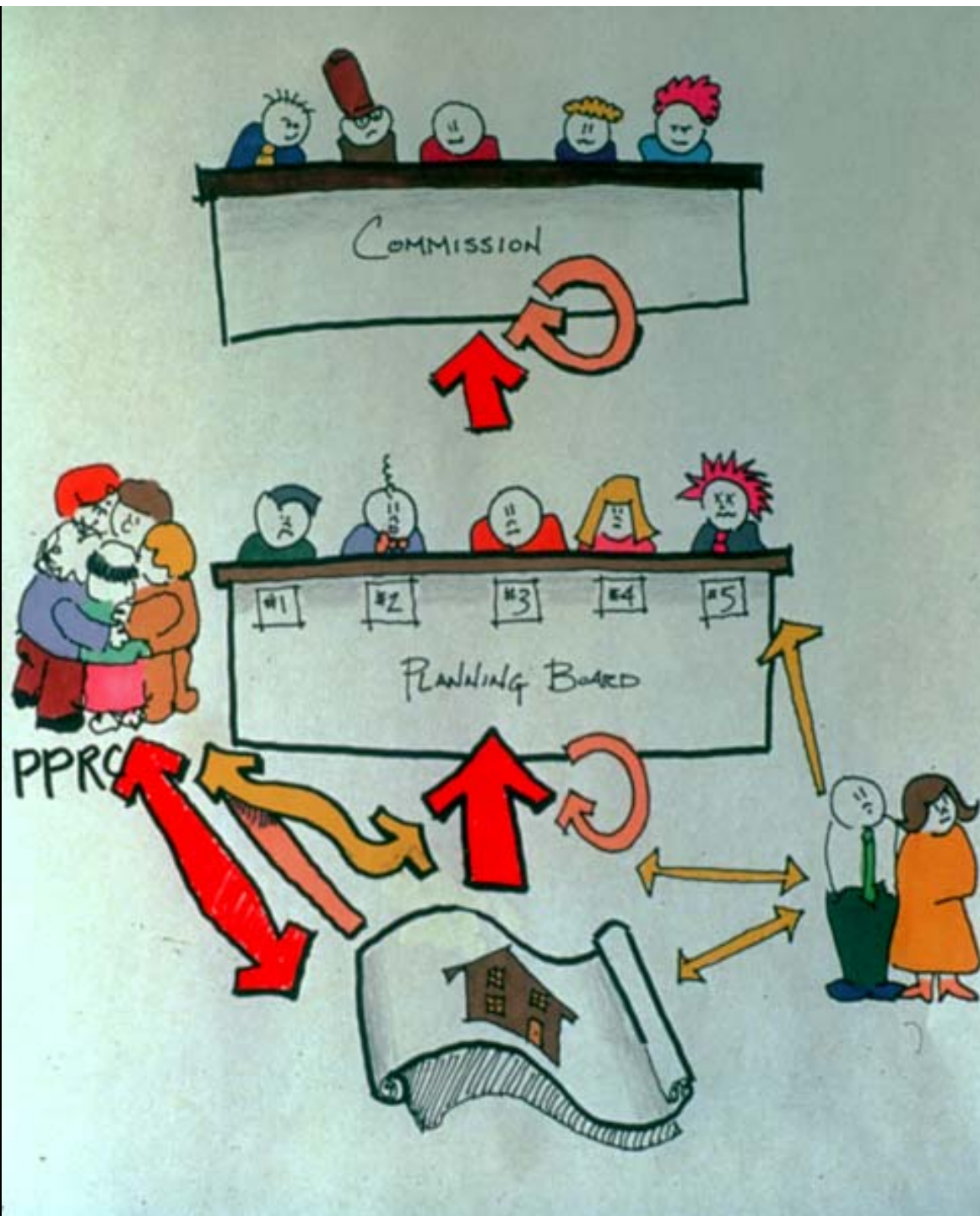
3'-0"
MAX.

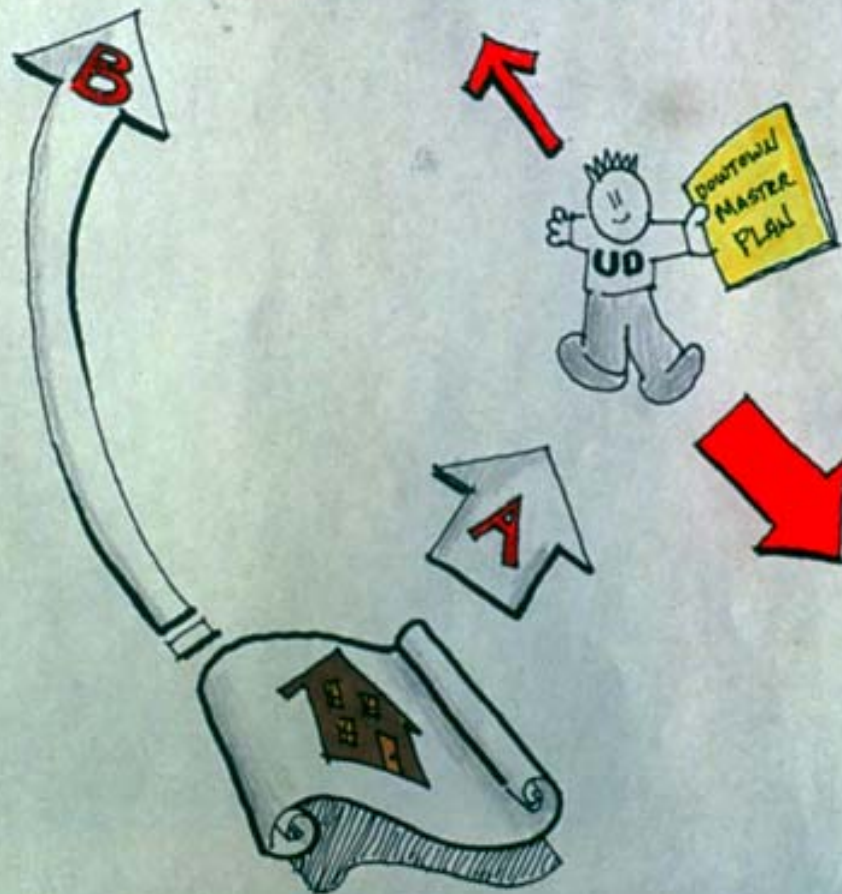
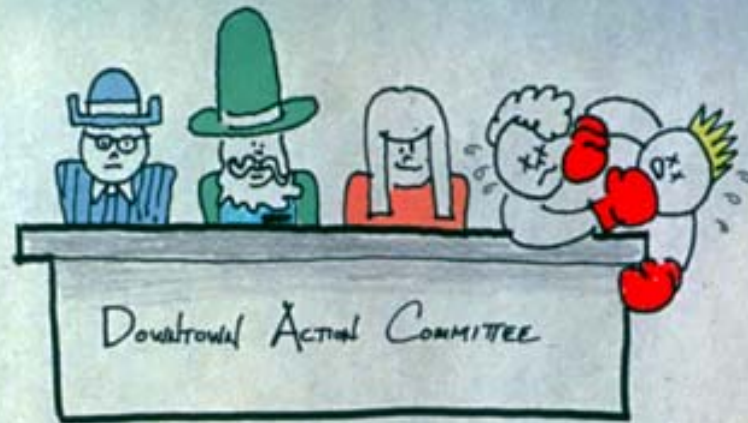
SIGN

Sign

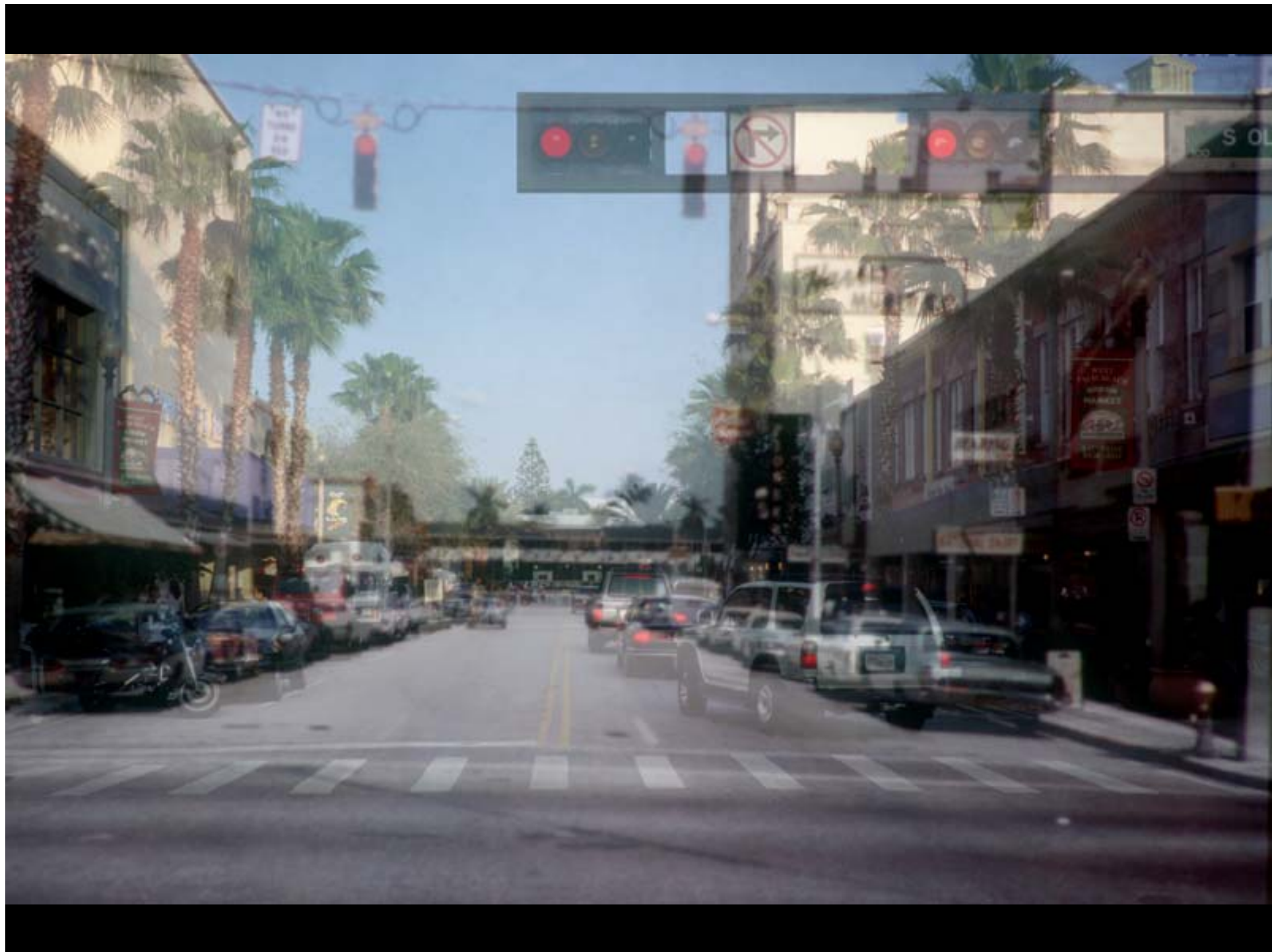
SIGN

















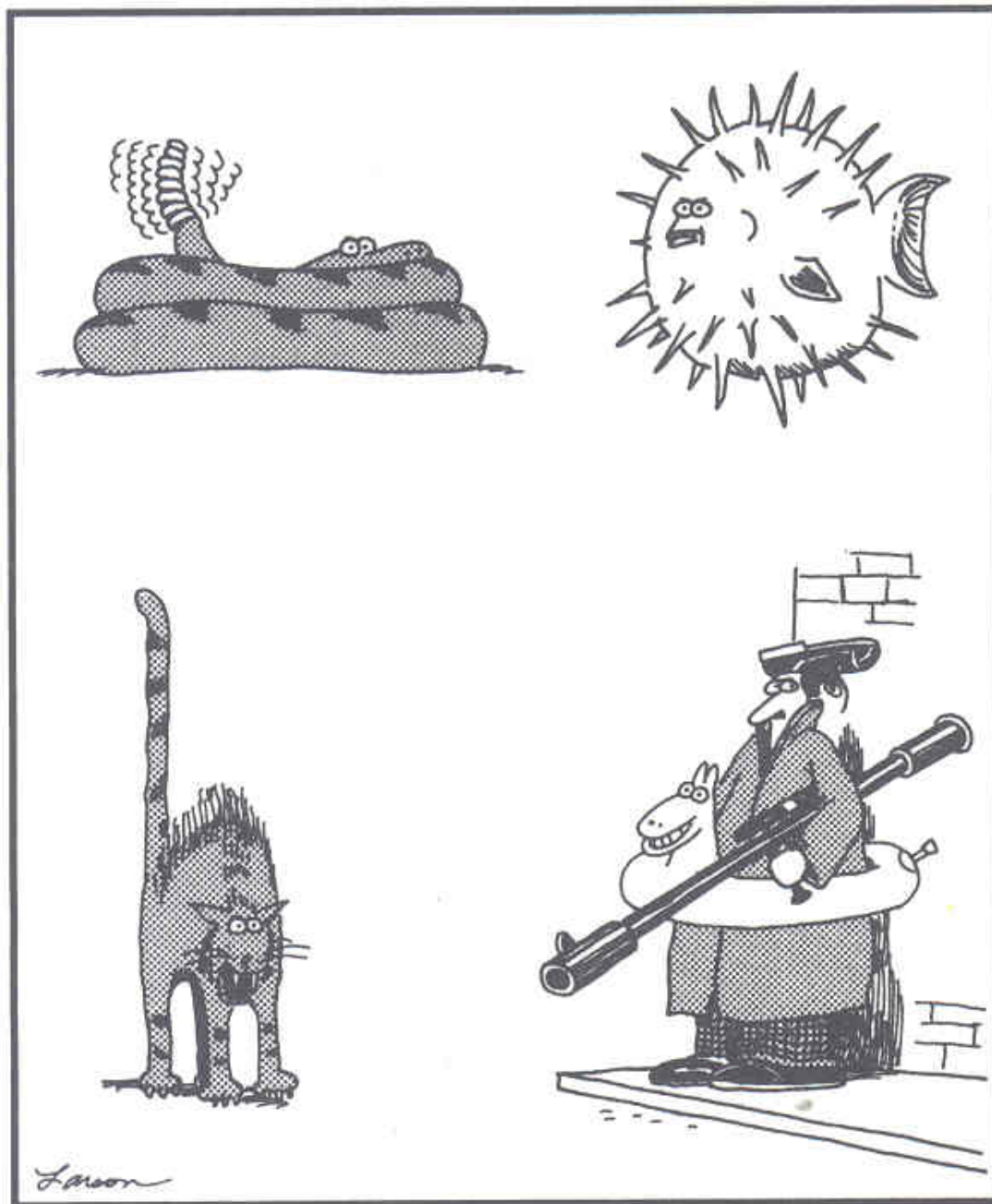












How Nature says, "Do not touch"

















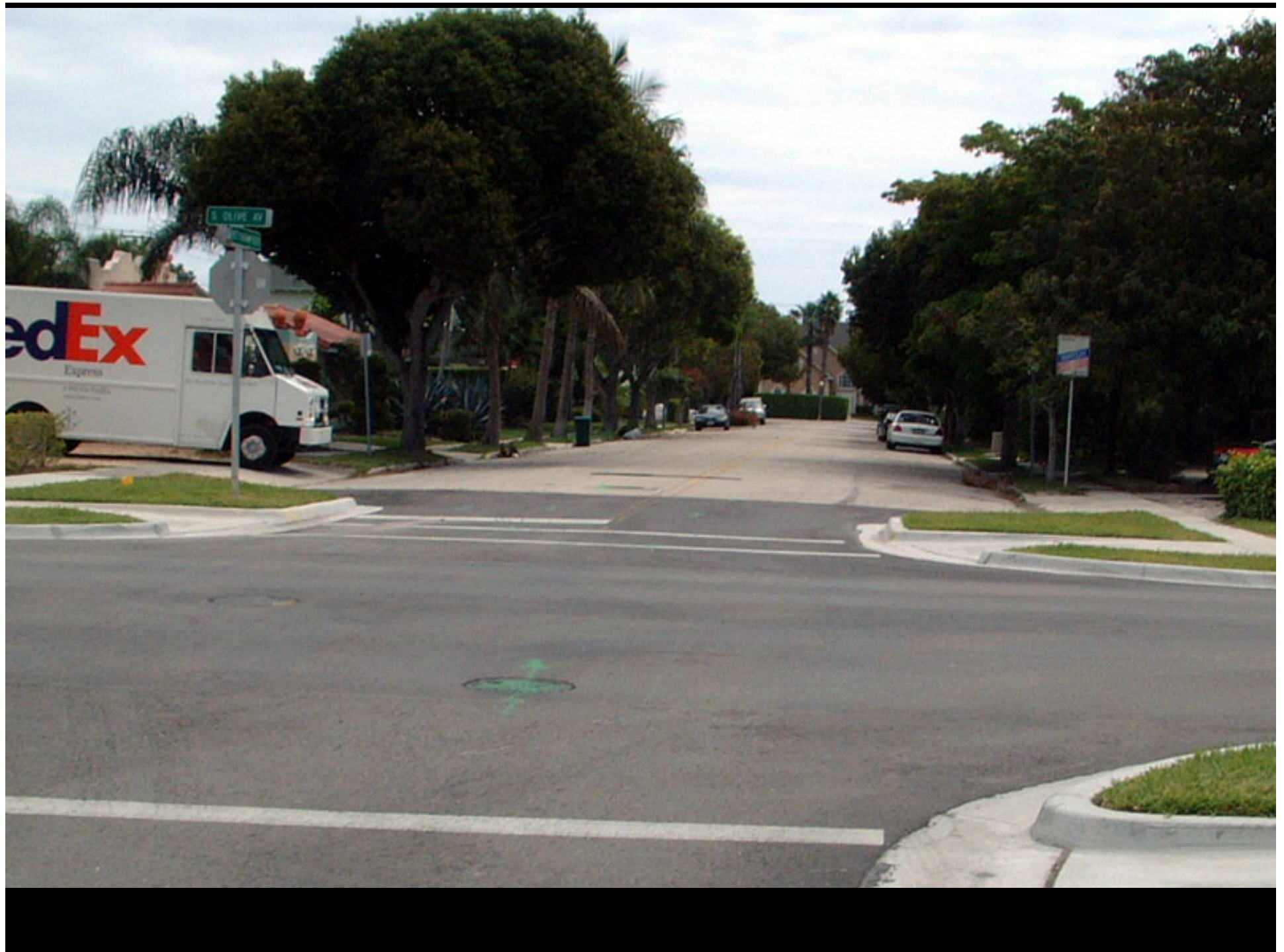












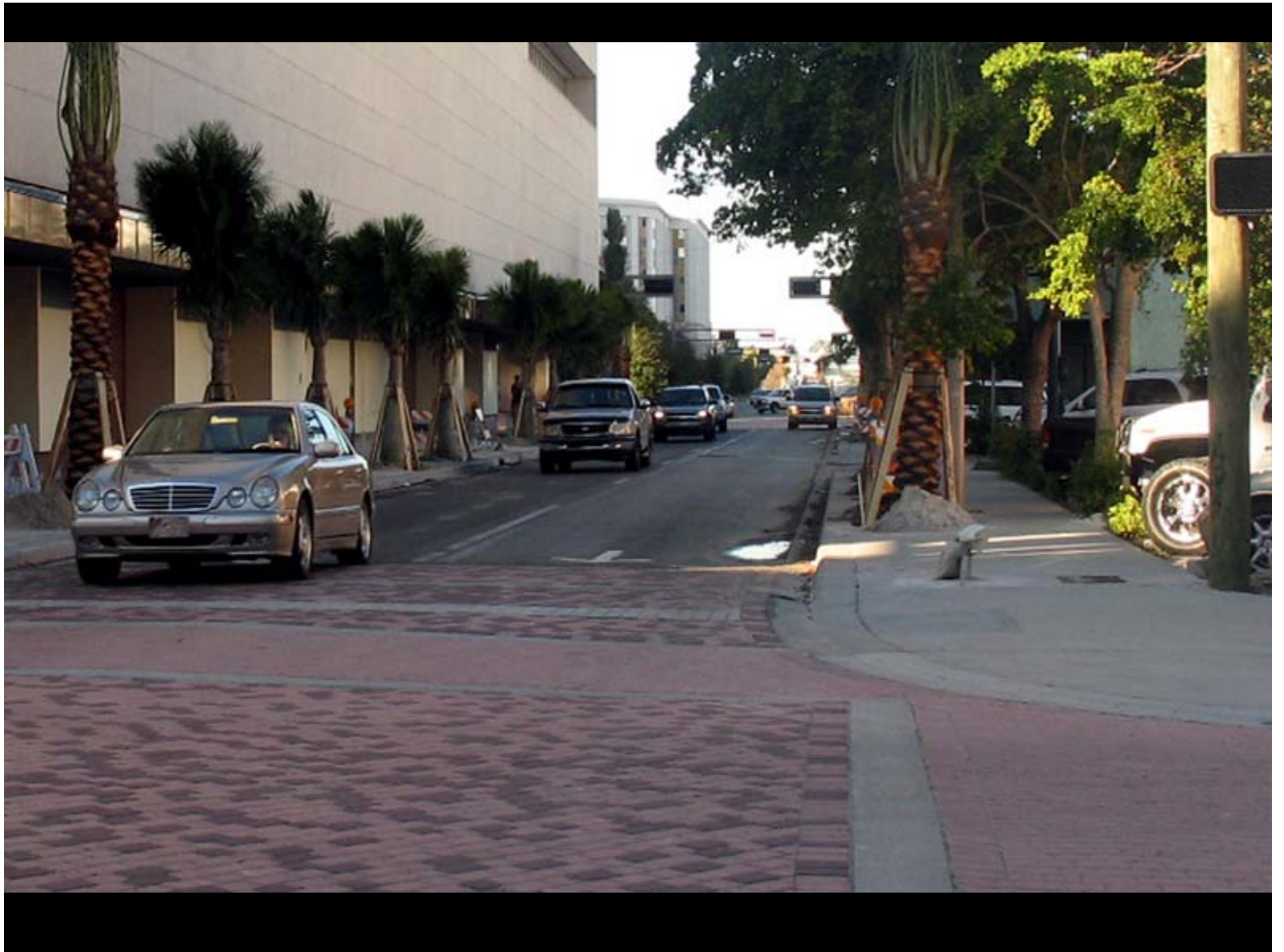




























ATLANTIC OCEAN

THE BREAKERS

INTERCOASTAL

CLEMATIS STREET

PALM BEACH

COURTHOUSE

POLICE STATION

TRAIN STATION

CITYPLACE

KRAVIS CENTER

WEST PALM BEACH

AUSTRALIAN AVENUE

CLEAR LAKE

SHERATON





























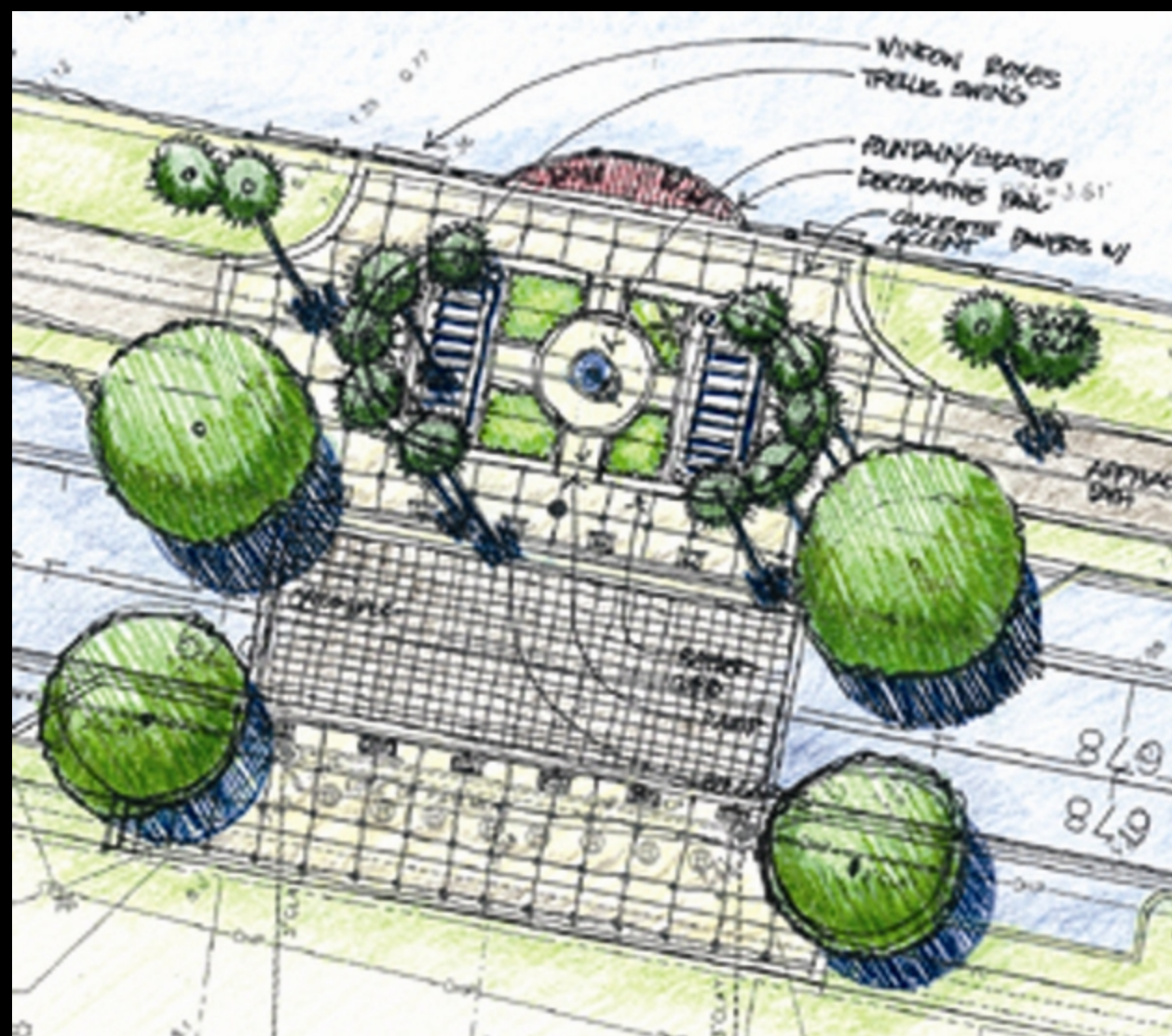


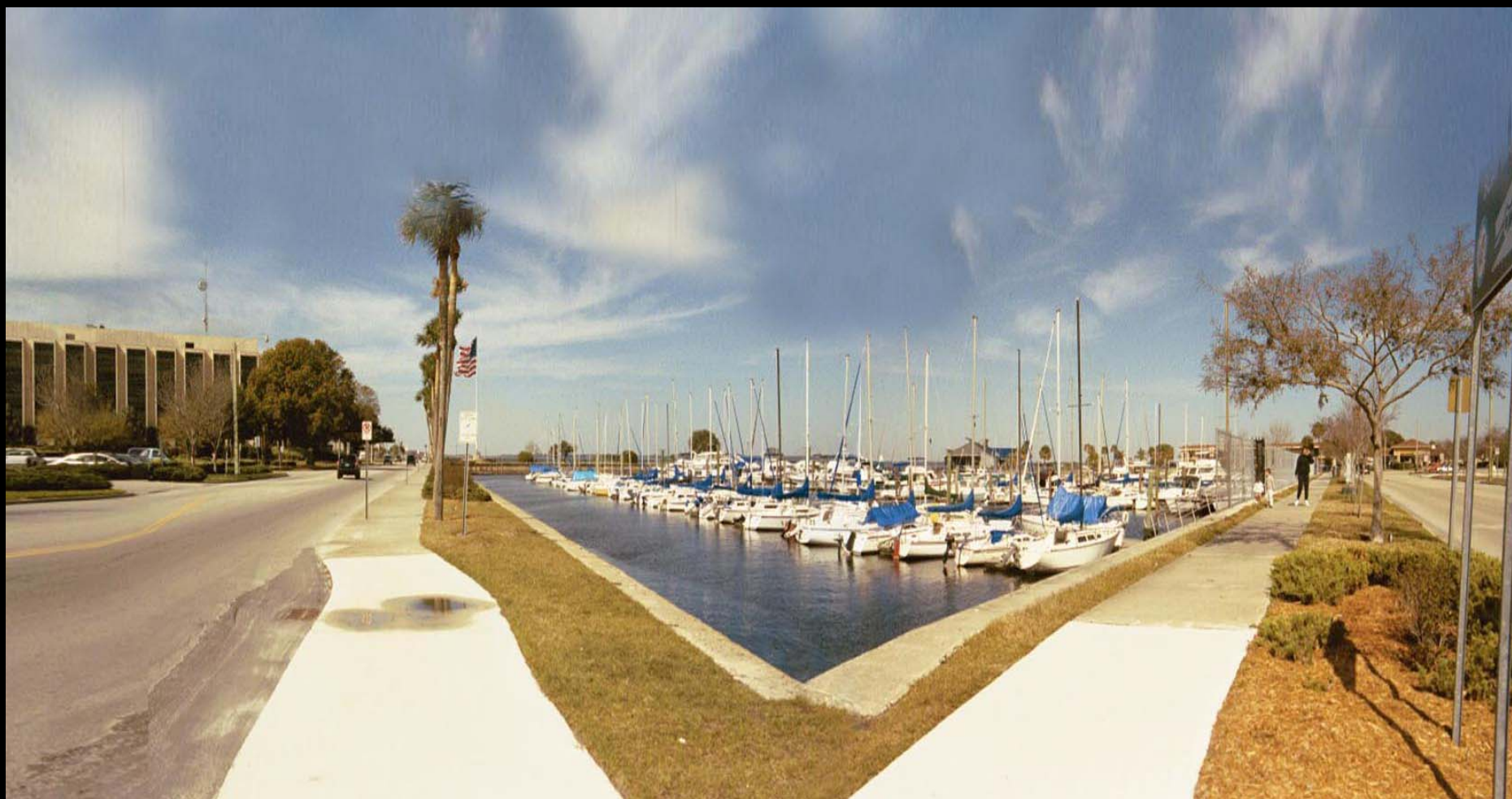


















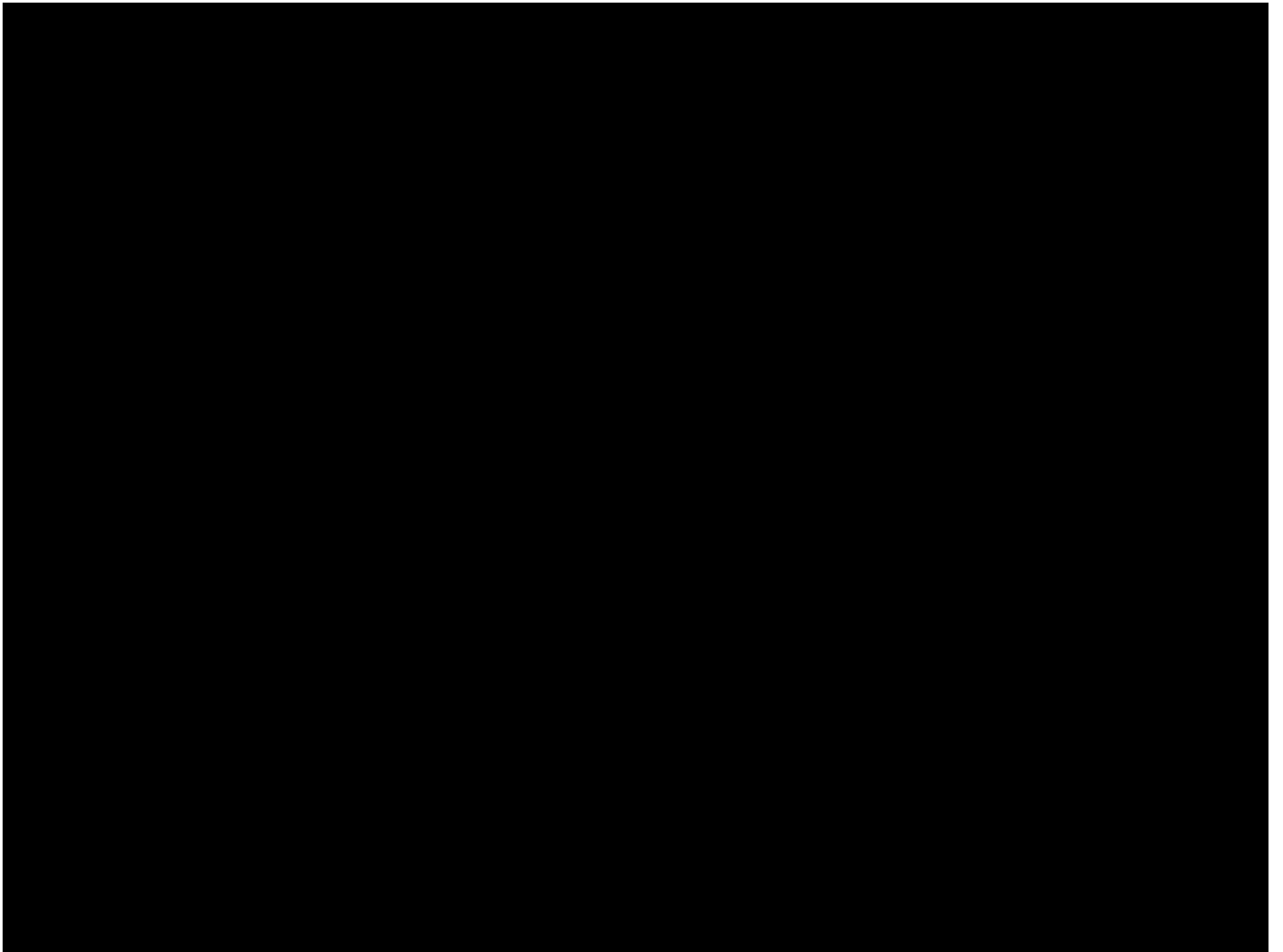


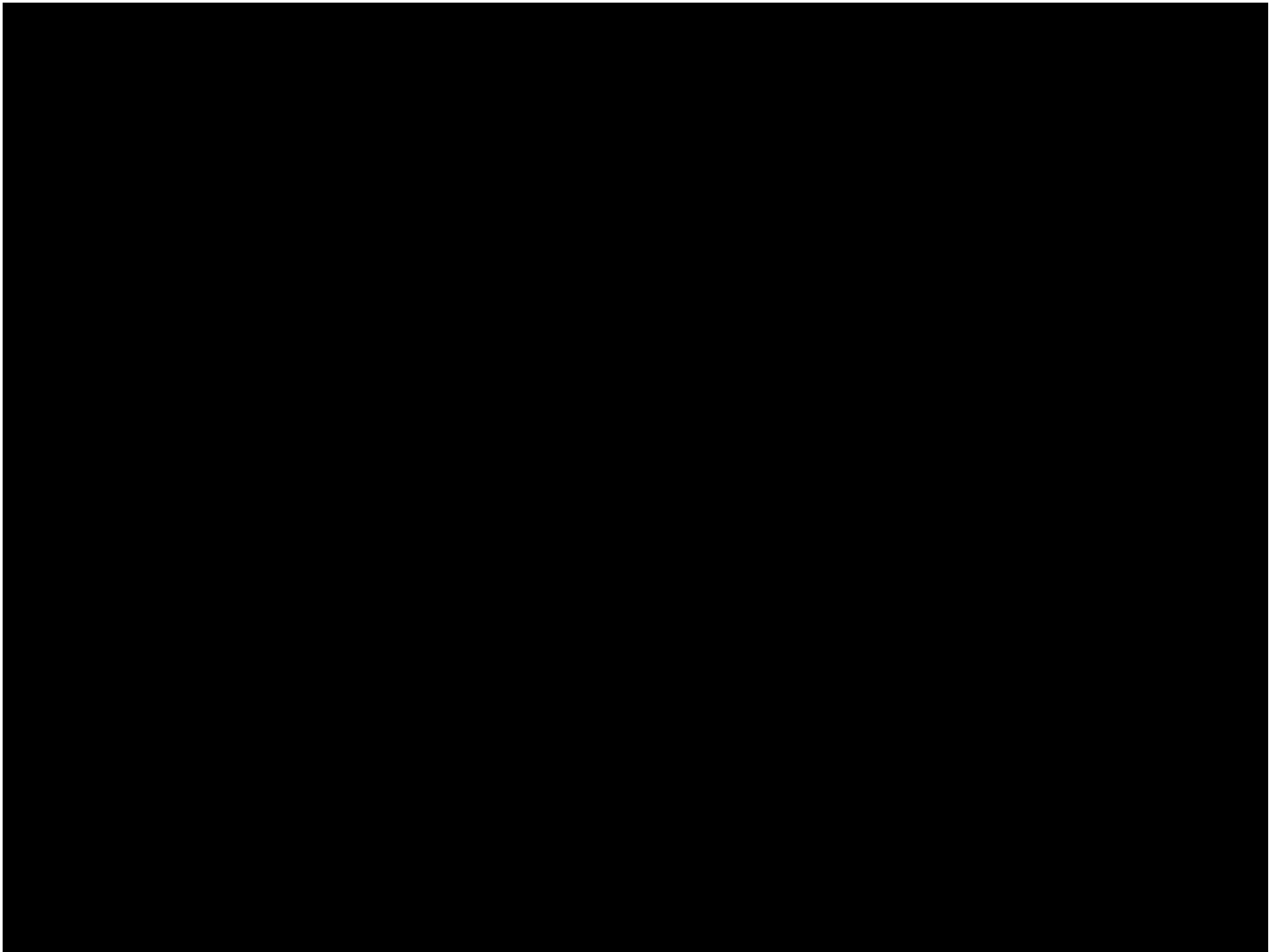


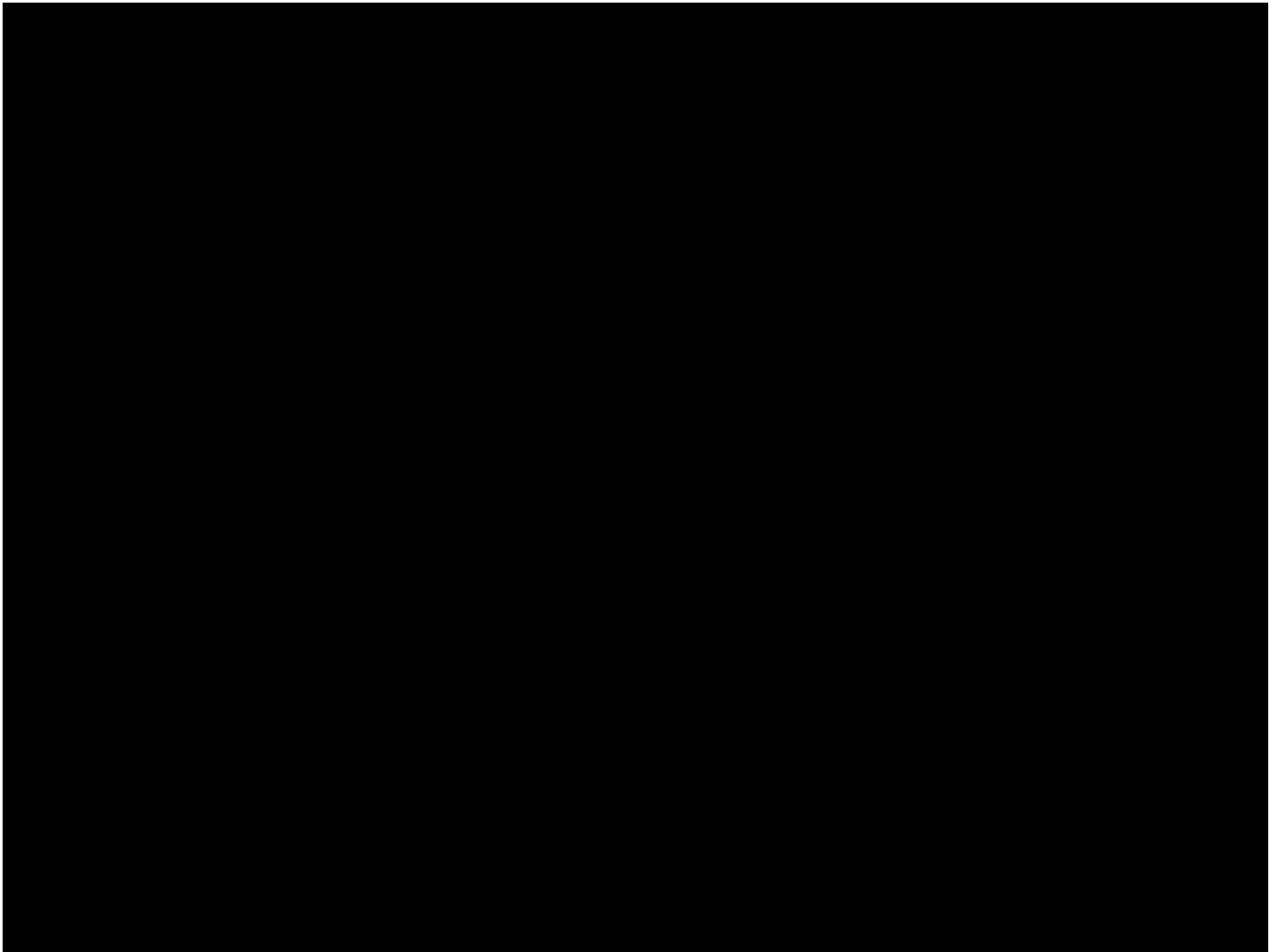


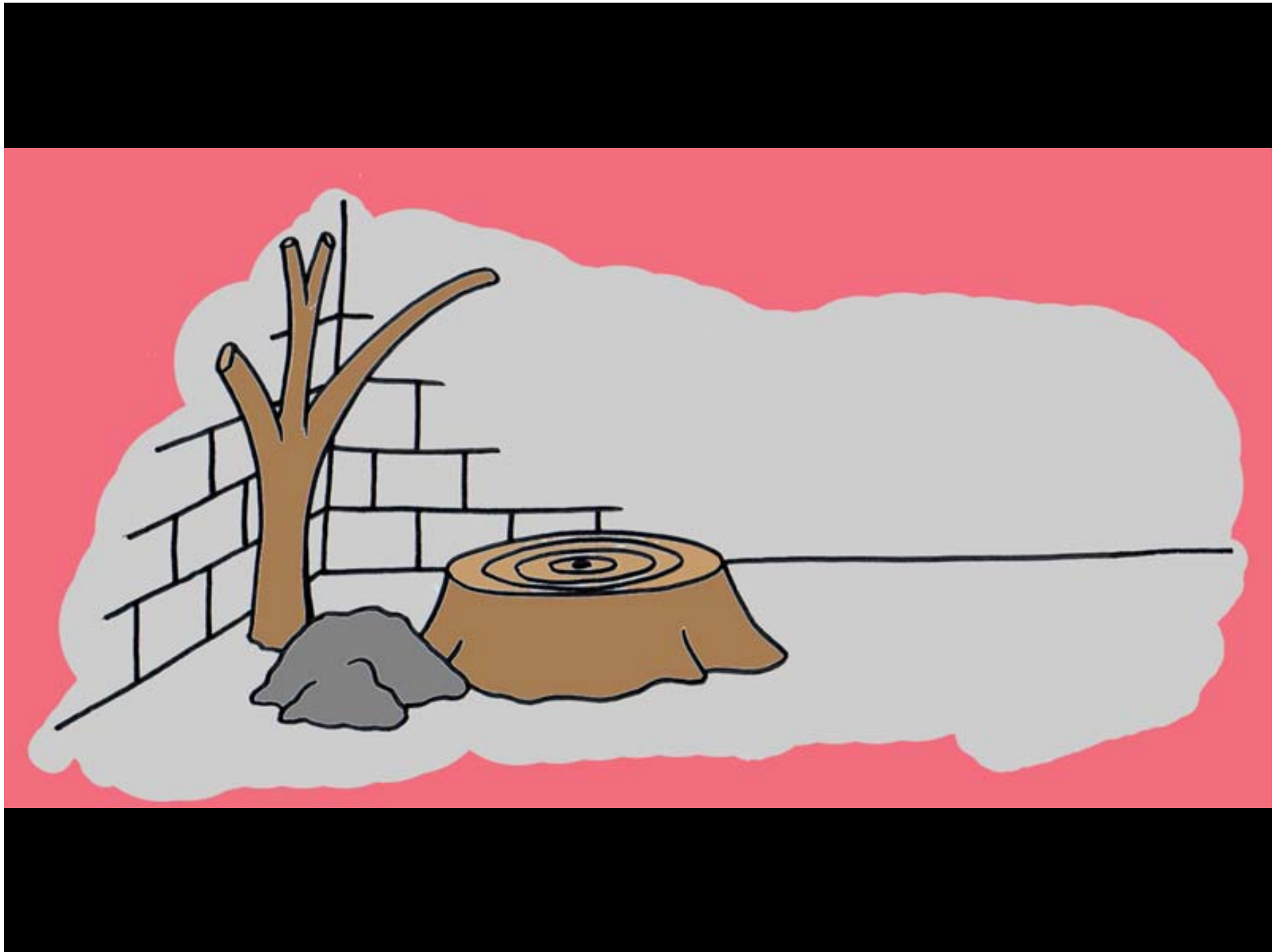


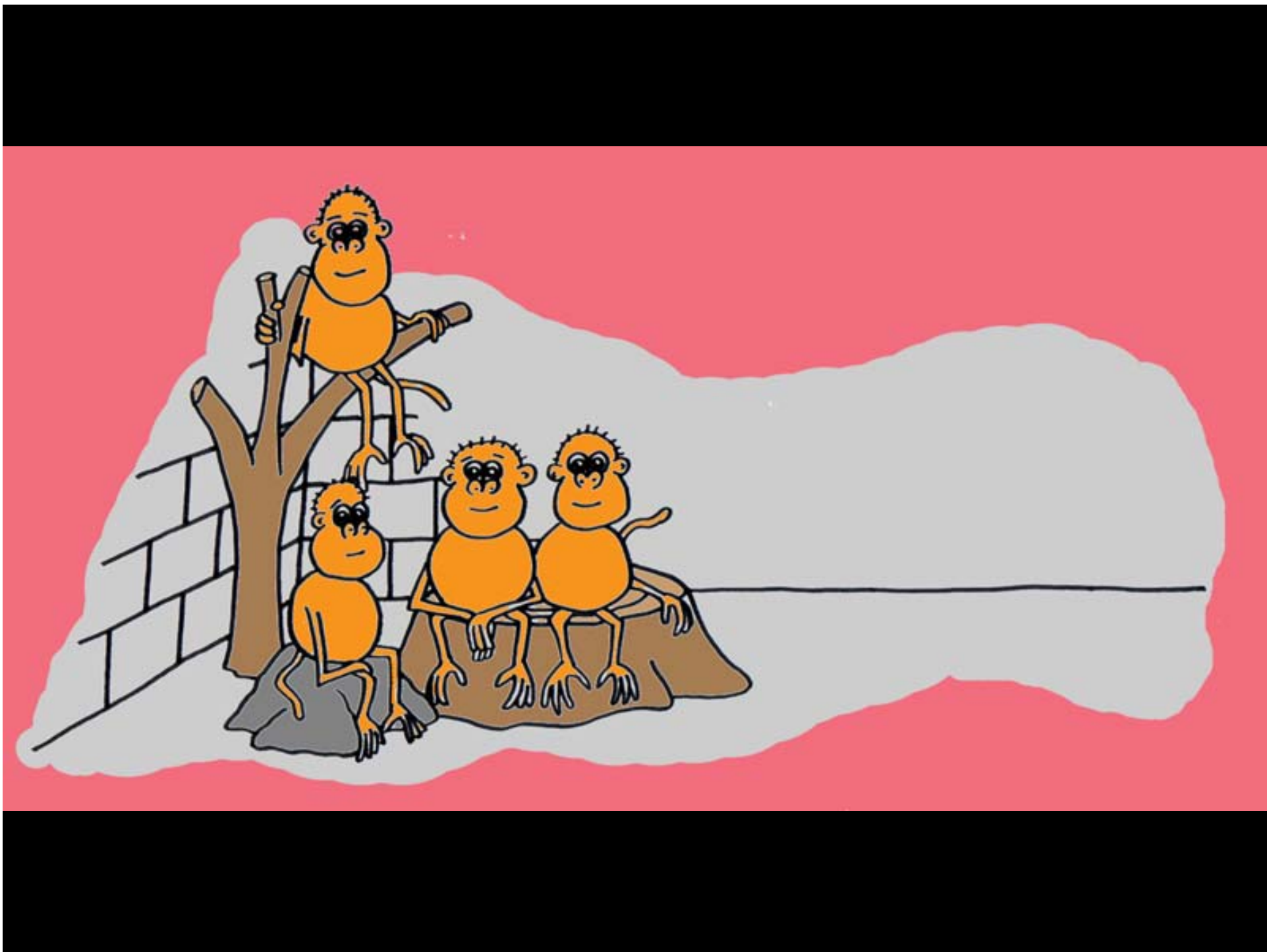


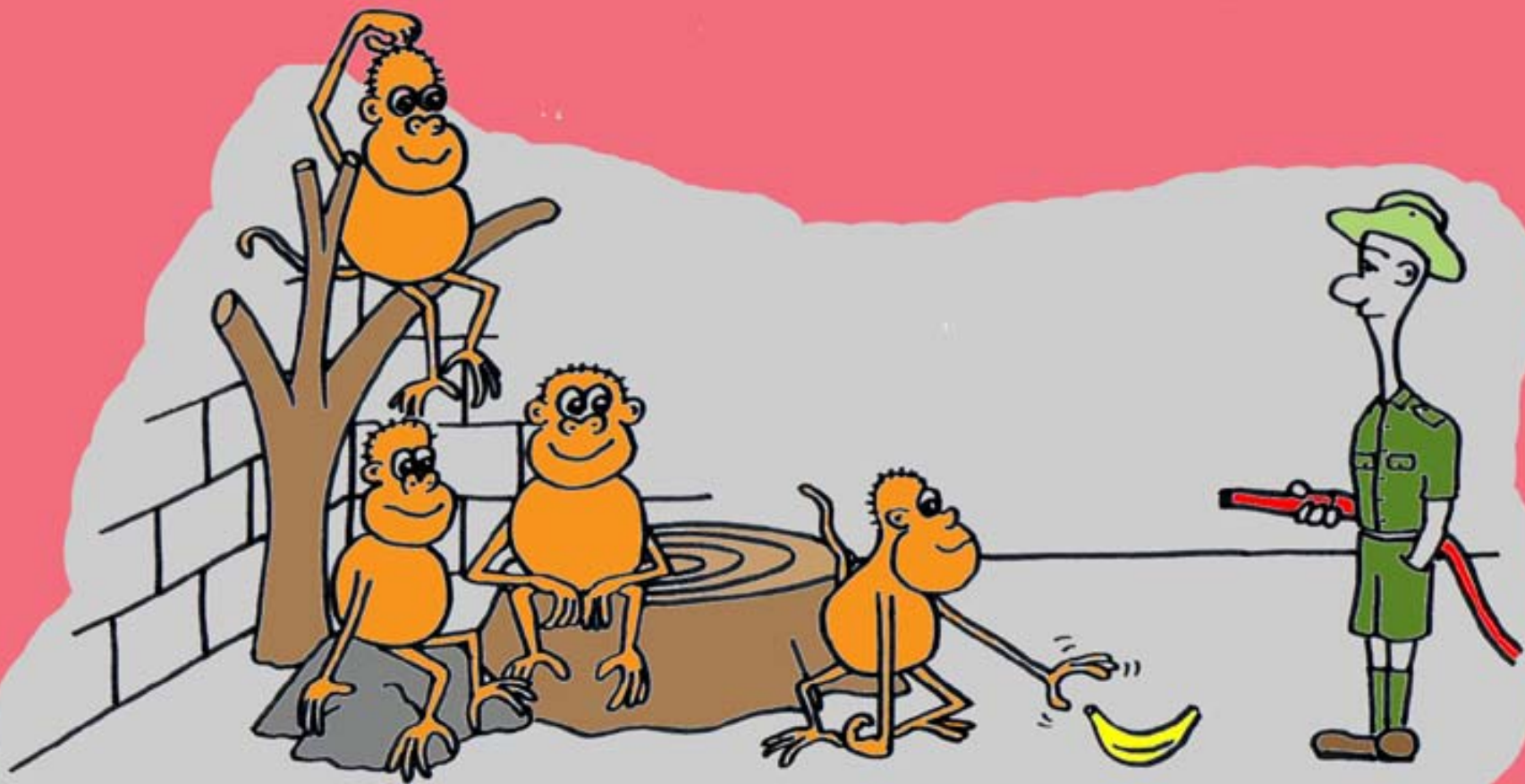


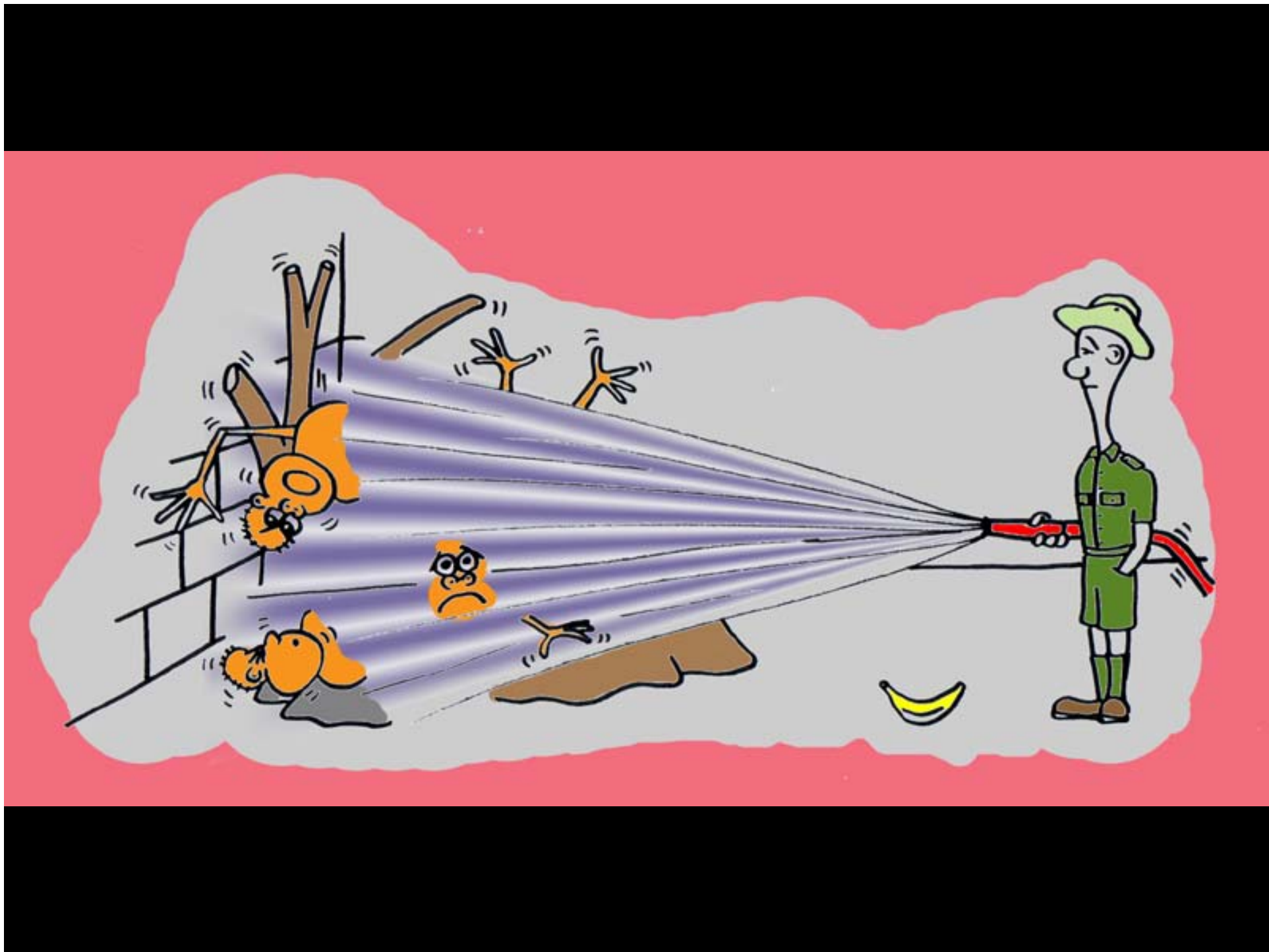


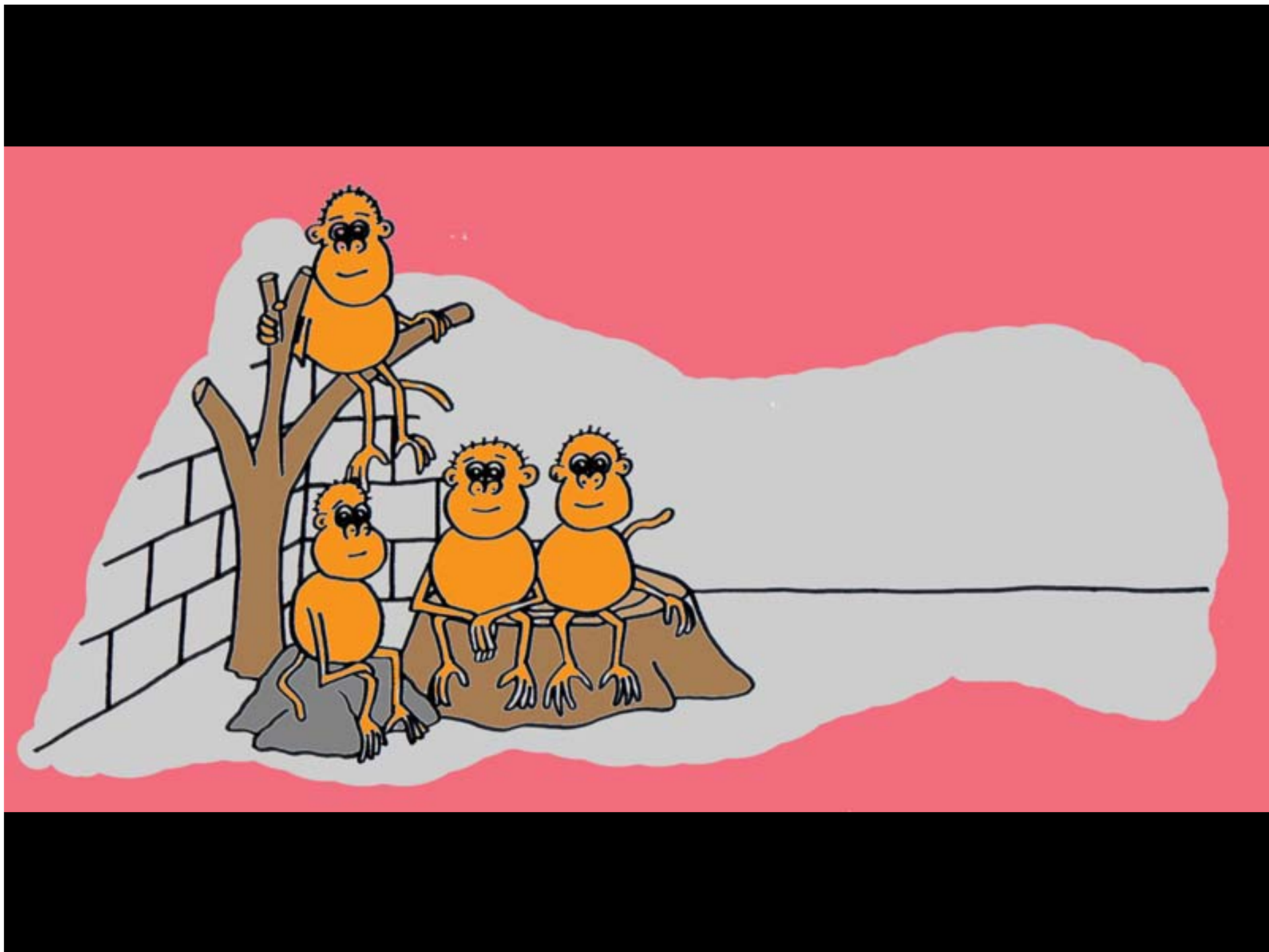




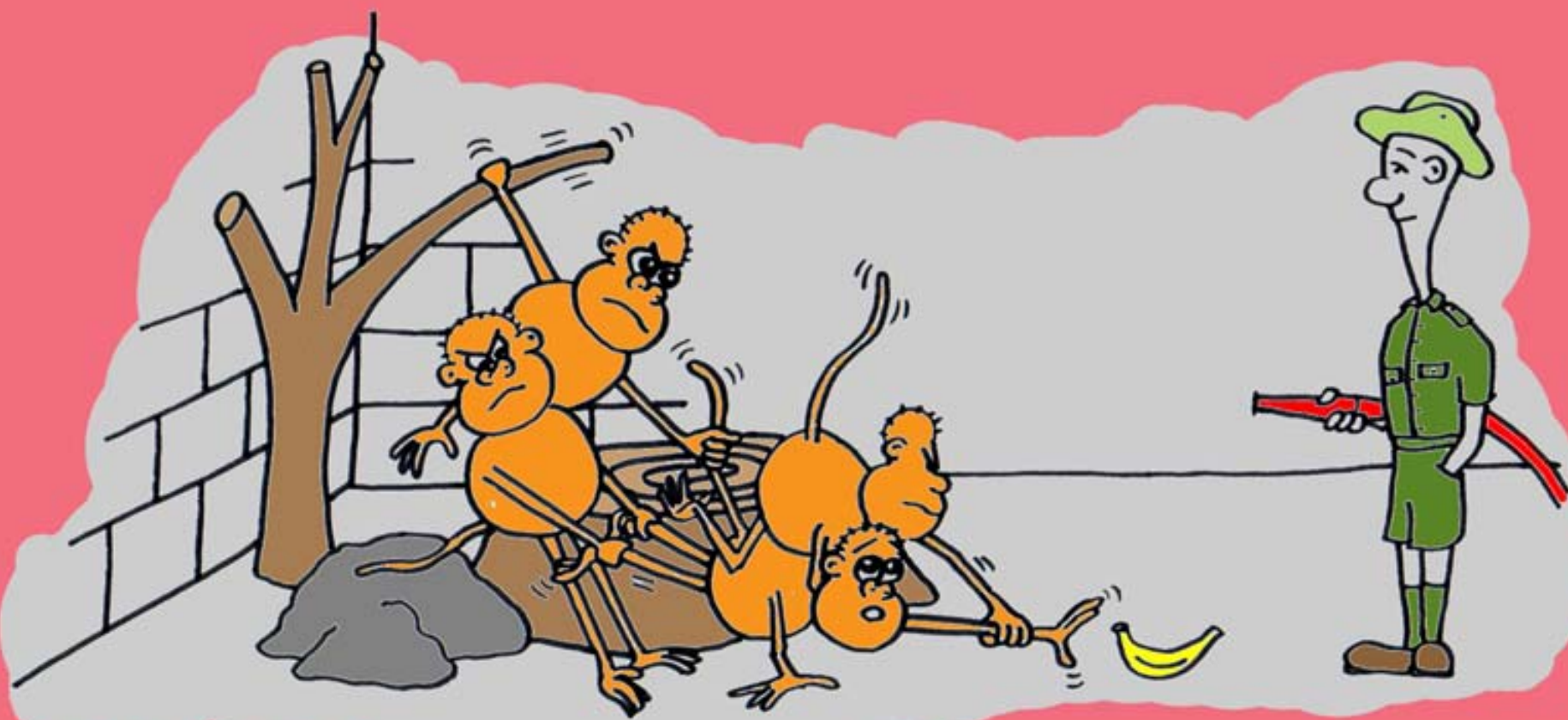




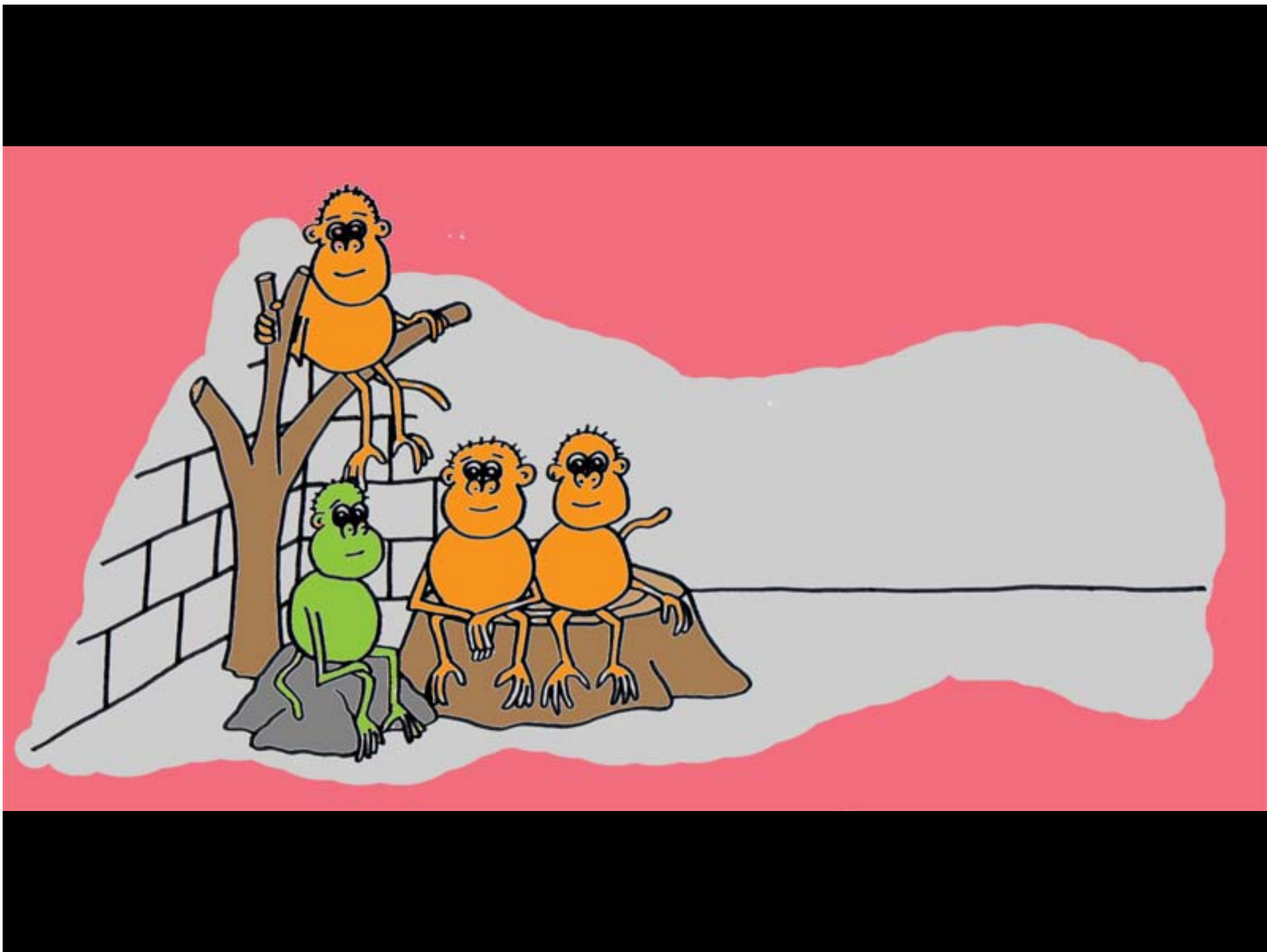




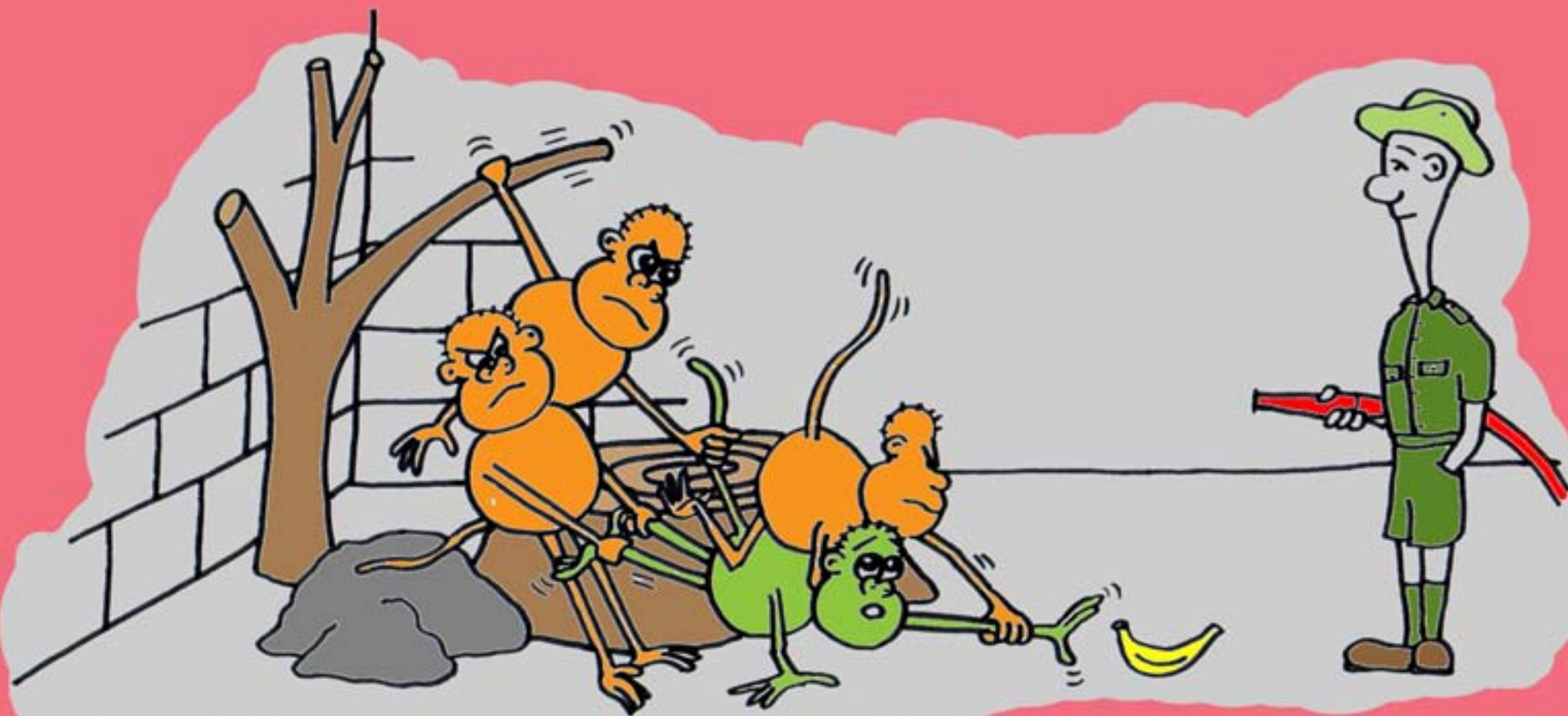






















Go for the banana!

STREET USERS



MOBILE

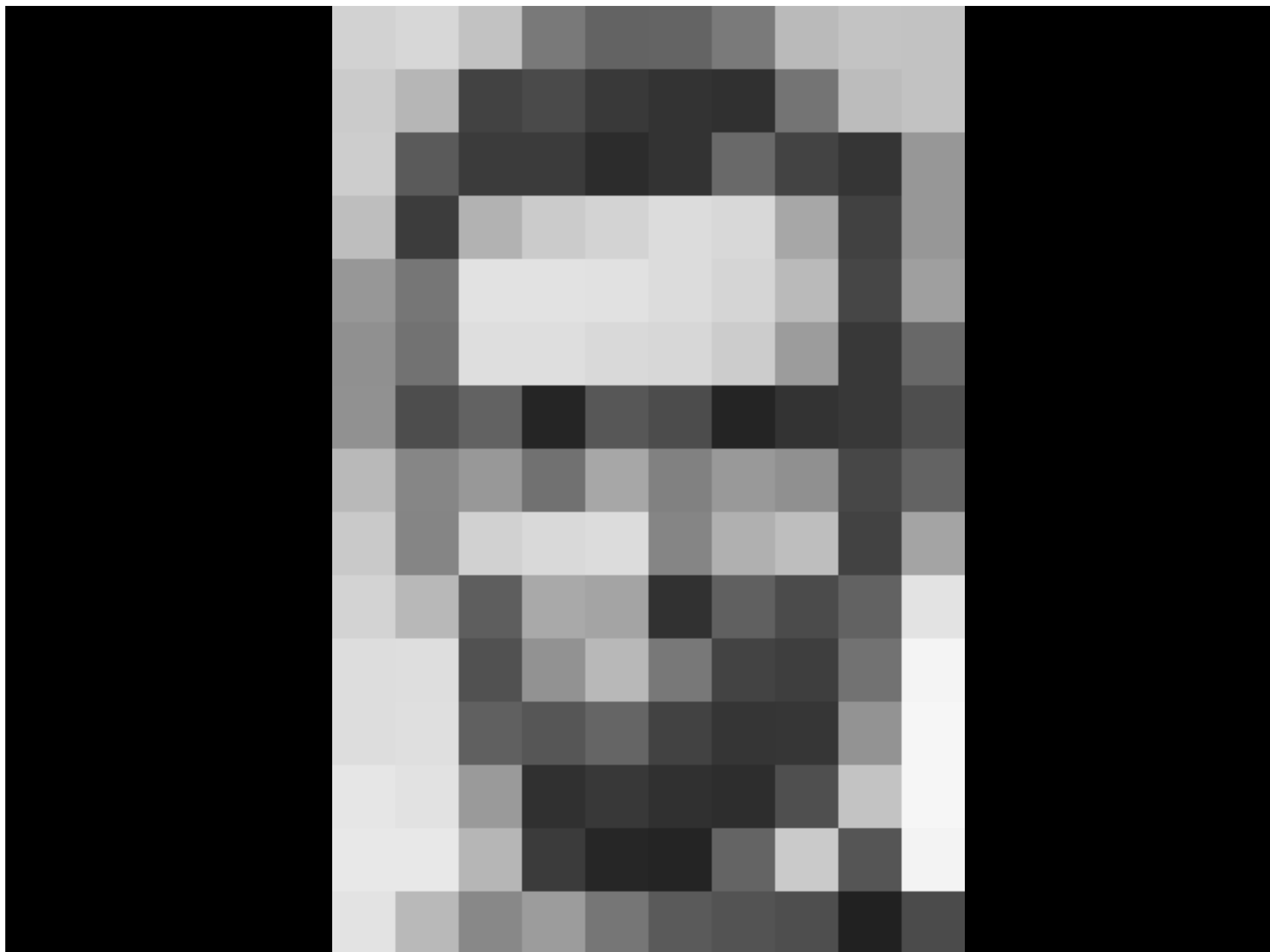
STREET USERS



MOBILE

STATIC

VULNERABLE





Go for the banana!

